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On September 20, 1907, at M. K. Kien-shan, to ETHEL OSBORN, wife of CHAS. H. LAYERS, a son (Theodore Harding).
On September 21, 1907, at Szechow, the wife of Dr. A. G. HEARN, of a son.
On September 21, 1907, at Shanghai, the wife of A. G. HICKMOTT, of a son.
On September 23, 1907, at Leon (Germany), the wife of H. HOBBERGER, of a daughter.
On September 23, 1907, at Shanghai, the wife of W. A. WITTE, of a daughter.
On September 24, 1907, at Shanghai, the wife of R. W. THOMAS, of a daughter.

MARRIAGES.
On September 23, 1907, at Shanghai, HENRY WILLIAM PITCHER, to KENNETH, second daughter of the late James MacCormac, of Limerick, Ireland.
On September 23, 1907, at Shanghai, OWEN LEWIS LIBERT, second son of the late Owen Albert, M.A., of Thurleston, S. Devon, and GERTRUDE MARGARET HOWARD MONYPENNY, daughter of the Reverend Phillips Howard Monypenny, M.A., Hadlow, Vicarage, Tonbridge, Kent.

DEATHS.
On September 21, 1907, at Shanghai, WARD E. FAVORITE, aged 39.
On September 21, 1907, at Shanghai, HENRY EDWARDS, Electrical Engineer, Shanghai Dock and Engineering Co., Ltd., aged 28 years.

The Hongkong Telegraph

MAIL SUPPLEMENT.

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, FRIDAY, OCTOBER 4, 1907.

HONGKONG'S FINANCES.

(28th September.)

Now that the draft Estimates of the revenue and expenditure of the Colony for next year have been before the members of the Legislative Council for the better part of a fortnight, and those of the general public who take an intelligent interest in the administration of the Colony's affairs have had an opportunity of considering the columns of items which make up the Estimates, we do not consider it inopportune to refer as briefly as possible to some of the more outstanding features of the Colony's financial prospects as revealed in the Estimates. When the Appropriation Bill was introduced at the last meeting of the Legislative Council, His Excellency the Governor delivered what was intended to be an explanatory statement as to the reasons which had led the Government to reduce the Estimates for various departments, but as His Excellency himself admitted he could scarcely be expected to have acquired any very profound knowledge of the affairs of the Colony during the short space of his residence here. His Excellency's optimistic references to public work in particular and his assurance that the Colony would suffer no material loss by adopting the retrograde policy of saving work of public utility need not, therefore, be taken too seriously. Before dealing with the Budget we would desire to record a word of commendation for the admirable form in which the Estimates are presented to the Colony this year. Unlike previous Budgets, the classical presentation of the Colony's financial

affairs for the forthcoming year has been so arranged that reference may be made to any and every subject with the utmost facility, so that the heads of departments and others whose business involves daily reference to the Estimates will find the subject of their quest at a moment's notice, while unofficial members and Press reviewers are not likely to find themselves befogged amid a labyrinth of figures and cross-references as not infrequently happened when the Budget was built up on the old plan. The classification of the departments, the statements regarding the proportion of the taxes and the rate they bear to the total revenue are decidedly important innovations. For example, under Class I, taxes are divided into light dues and licences and internal revenue. From these it is estimated a total sum of \$1,667,730 will be derived, which is equal to 68.49 per cent. of the Colony's revenue. Under Class II we have the estimated "Earnings of Government," amounting to \$798,310 or 12.82 per cent. of the Colony's revenue; Class III, "Rents and Interest" is expected to provide \$794,750 or 12.76 per cent.; Class IV, "Miscellaneous," \$69,100 or 1.1 per cent., and Class V, "Unassigned," \$350,000 or 4.83 per cent. With regard to the Estimates of expenditure, general administration is calculated to cost \$1,258,107 or 17.13 per cent. of the total; law and order \$943,433 or 15.27 per cent.; public health \$731,167 or 11.85 per cent.; education, \$200,036 or 3.24 per cent.; defence \$1,211,494 or 19.93 per cent.; public works \$1,238,526 or 24.74 per cent.; and non-official and charitable services \$1,877,778 or 28.5 per cent. While we commend the form of classification adopted by the Government, we would offer one suggestion which we believe would materially enhance the value of the explanations accompanying various items in the Estimates. We allude to the footnotes, which in many cases tend to make obscurely more obscure with their references to some unknown "C.S.O." or forgotten "C.O.D." The reader is entirely in the dark as to the nature of these official recommendations or necessities which have involved the changes in the Estimates either at the instance of the local Secretariat or the Colonial Office at home. In many cases the alterations are undoubtedly the result of official or departmental minutes which have had an important bearing on the Estimates, and it should be possible for the Government in future to provide a *prima facie* of these minutes or despatches for the guidance of those who are not in a position to obtain the information necessary for a complete understanding of the items concerned without undue trouble. Leaving that point to come to the question of the assessed taxes of the Colony, a subject with which we dealt some two months ago when reviewing the assessor's report for 1907-8. From that report and from the Estimates before us we are forced to the conclusion that the rateable value of the Colony has reached its limit. It is not to be expected that the city of Victoria will show any marked signs of expansion in the near future, and if the revenue of the Colony is to increase under this head we shall have to place our trust in the growth of Kowloon and the villages on the mainland. Fortunately, we have every reason to believe that our hopes for the prosperity of what we are at present pleased to term Hongkong's suburbs are well founded, and that the Colony is leaning on no broken reed when it anticipates a rise in the assessment returns when Kowloon comes into its own. With regard to the opium monopoly, which, naturally, comes under the head of licences, it is a subject which has been frequently and exhaustively alluded to in these columns. At any moment the sum of nearly one and a half million dollars may be wiped off the Colony's revenue, and it will be a bad day for Hongkong when we are compelled by the Imperial Government—acting at the behest of a band of irresponsible fanatics whose main delight is to see their fellow-countrymen reduced to the verge of beggary—in forego a legitimate and perfectly proper source of income. A small item connected with the returns from licences is of the utmost significance. It comes under the head of "prospecting licences in the New Territories," and the sum which the Government expect to derive from those licences next year is \$6,000, as compared with \$1,000 this year. It is not the paltry increase by \$5,000 to which we attach importance as any material enhancement of the Colony's revenue, but it is the potentialities attaching to the purchase of such licences which must strike the reader as worthy of quiet consideration. The cause of the serious depreciation in the earnings of the Post Office to the extent of over \$100,000 was fully explained by the Governor and no bolder further need be said on the subject. Apart from these main items the others show no marked advancement or diminution in comparison with the approved Estimates of the current year. Coming to the Estimates of expenditure there are several features which call for remark, but none so glaring as the disparity between the provision made for the various departments. It has been frequently stated, as it is generally admitted, that the shipping trade is the lifeblood of the Colony. Consequently, it might have been supposed that the holder of the substantive position of Harbour-master, the leading tonnage port in the Empire would be remunerated on a scale befitting the importance and dignity of his high office, and in proportion to the onerous duties which have been carried out under his supervision. Not only has the Harbour-master, with his staff of assistants, to control and regulate the affairs of the port, but he has to deal with a unique condition of things in attending to the requirements of a floating population whose great aim in many instances appears to be the thwarting of those who seek to make them amenable to the Colony's regulations, and whose colossal assumed ignorance is not to be measured in words. At no other port in the world is the Harbour-master required to maintain such an equitable temperance or display such a vast facility of talent and resource as at Hongkong, yet he is regarded by the Government as one of the least valuable of our public servants. Instead of receiving a salary in proportion to the importance of his office, as compared with the salaries paid to other officials whose principal duties are the tying of red tape and the signing of their signatures, he is paid with \$780 which is only a fraction of the income of the Harbour-master in the limit of \$200 is reached. But let us not be unfair to the Government. Captain Basil Taylor has his perquisites like everybody else; he receives fees for acting as a nautical assessor in Admiralty cases, and if he is lucky he may make as much as \$100 in the short space of one year. It is beside the point to say that any expert witness may claim about the same amount for one day's evidence. To put it in another way, the head of the Harbour Department controlling over thirty million tons of shipping gets \$60 a month, a trifle more—\$80

to be exact—than a very subordinate officer in another department, where no practical or technical knowledge is required. Closely allied to the Harbour Department is the Observatory, the director of which is an officer, who, by virtue of his special knowledge and technical qualifications, is not likely to find promotion in any other department of the Government service. Mr. Figg's personal emoluments, including exchange compensation, amount to \$4,500 per annum, and the entire services which the Observatory is called upon to perform for the Colony cost no more than \$18,662—which is a reduction of about \$1,000 on the current year's Estimates—or a mere trifling of \$1,500 per annum. It will thus be seen that the whole of the Observatory staff and "other charges" do not cost the Colony, much more than the salary which attaches to one of the higher-paid offices in the administrative department of the Government service. It should be pointed out that the Observatory staff consists of four experts in meteorology and astronomy, three complete, two three-quarter, a watchman and three coolies, a graduate, a watchman and three coolies, a telegraph messenger, a total of thirteen individuals. The incidents include laboratory expenses and the printing and distribution of the meteorological register, which is issued daily throughout the year for the benefit of the shipping community. It may be argued that the Observatory officials are entitled to house accommodation, etc., but the very nature of their duties renders it imperative that they should be on the spot day and night in order that the news of any sudden convulsion of nature may be spread broadcast over the Colony. Where the director of the Observatory from the salary point of view to be compared with the secretary of any local company he would be placed in a most invidious position. But then, may we whisper it *sub voce*, the Director of the Observatory, like the Harbour Master of Hongkong, does not belong to the hallowed race known as *Cadets*, and therefore, turning to another subject, the Government have made provision to the extent of \$50,000 for a floating fire engine, and not before it was needed. A floating fire engine is one of those absolute necessities for a port of the size of Hongkong that cannot be shelved and we have time and again urged that the Government should recognise the importance of attending to the equipment of the harbour's fire-fighting machines. Following the *Stan-kow* holocaust in October last year, and the recommendations of the Marine Committee of inquiry, which we commented on *in toto* and which we are glad to hear were never adopted by the Government—we remarked that the acquisition of an additional fire-float was one of those essentials for the safety of the shipping, that could no longer be deferred. Had it not been that the fire on the *Hankow* only burst out after the vessel had been moored to her wharf it is horrible to think of what would have taken place. As it was the fire was only extinguished by the aid of British high-pressure water, and the assistance of a private company owning some steam water boats. It was also possible for the land fire-engines to direct their hoses on the fire simply through the accident of the vessel's position. But fires on board ship do not commonly occur while she is at her wharf, and without a fire-float in the harbour the *Hankow* disaster would have been infinitely more calamitous than it was had it occurred before the vessel reached her anchorage. The recommendations of the Marine Committee, engineered last year by those who demanded a treble exchange compensation in the interests of the higher-paid Government servants in Hongkong, that is to say, for the benefit of those hailing from a gold-mining colony, we submitted that the resources of the Colony could not bear this extra strain which the taxpayers would be called upon to meet, and we argued that the public works of the Colony would suffer in order to provide for this extra expenditure for the administration of the Government of Hongkong. That our prediction did not fall far short of the mark is clear from the programme of public works arranged for 1908. For the current year, provision to the extent of \$452,500 was made for the construction of the new Law Courts, but for next year less than a quarter of that sum is placed at the disposal of the Public Works Department. Again, the provision for the new Post Office, a building which should be completed with the utmost despatch if the postal affairs of the Colony are to be properly conducted, is reduced from \$15,000 to \$12,000. Here are two public buildings, the necessity for which is recognised by all who are not blind, deaf and dumb, starved and practically ignored because other matters of less importance are brought nearer the eye of the Government. Such a state of affairs is neither edifying nor satisfactory. From the item of \$30,000 allowed for the forming and kerbing of streets, against the \$18,300 which was provided for the current year, the Public Works Department will be in a position to deal with road communications during the ensuing year. The drainage of the Colony, which is of permanent importance so far as the health of the taxpayers is concerned, is also likely to suffer by comparison with previous years. The allowance for the reconstruction of the railways and the training of nullahs is reduced by \$35,000, and the provision for the drainage of the Colony is reduced by \$20,000. The scheme for the extinction of malaria—the Government has no further use for it. If credence be given, however, to the reports we have received regarding the prevalence of malaria in the outlying districts of Hongkong and in such localities as Morrison Hill Gap Road there is ample room for improvement in the matter of training nullahs in order that an unhealthy residential quarter may be rendered habitable. Miscellaneous drainage works are cut down by \$23,000, the figures being for 1907 \$18,500 and for 1908 \$15,000. That much-needed shelter for Blake Pier has a paltry \$10,000 allocated to it, and who knows that even that sum will be spent towards the necessary adornment of the principal landing stage of Hongkong? An item of "miscellaneous works" which may mean anything has been reduced from \$113,000 to \$15,000 and not a word of explanation offered. That harbour of refuge for the thousands of small craft which carry the trading business of the port is given an initial \$25,000. It is true the Governor has said that the Council may be asked to vote a supplementary sum when that amount is exhausted, but surely that conflicts with His Excellency's own views as to the method that should be adopted in framing the Estimates. He maintained that no amount larger than what was intended should be spent in a single year ought to be placed on the Estimates. Surely, the converse holds good. Why put down a sum which is considerably, if not ridiculously, below the amount that the

Government intends to expend on the harbour of refuge? Indeed, we would submit that the Governor's plan is more to be censured than that of enthusiastic heads of departments who hope to do more than they can possibly achieve. We come to the last of the items of the Public Works Extraordinary—the water works. The Kowloon gravitation scheme, which, fortunately, for the residents on the mainland, is approaching completion is given a vote of \$24,000 next year as compared with \$1,007,000 for the present. The Tyam scheme, with which we are more immediately concerned, is assigned \$15,000 against \$98,000 which was provided for the current year. And the miscellaneous water works to be received \$35,000 as compared with the \$54,000 allowed for 1907. With these figures before our readers, we need do no more than inquire whether the Colony had that abundance of financial resources which could justify our holding the reins of public works in order to let loose the bridle in favour of an already expensive administration which costs a percentage of over 20 of the total expenditure of the Colony? Compared with the net total revenue, exclusive of the amount derived from the Opium Farm, the general administration which requires the sum of \$1,058,107 is equivalent to 22.15 per cent. of the net revenue of the Colony. We have eliminated the opium revenue, and it cannot be argued that that revenue costs any money in the general administration since it is paid in lump sums of twelve monthly instalments and requires no special service by the Colony to ensure its collection.

HONGKONG TRADE-MARKS ORDINANCES.

(30th September.)

At a time when the question of the registration of trade-marks has been brought under the limelight as the result of certain recent civil actions in Japan, and the evident desire of the Chinese merchants in Shanghai to adopt a regular system whereby the respective "chops" of recognised firms may be tabulated and protected, the appearance of a handbook on the subject of trade-marks generally as affected by the law of Hongkong can only be regarded as most appropriate. The author of this exceedingly useful volume on a most intricate and, from a mercantile point of view, absorbing question, is Mr. C. D. Wilkinson, the chief partner in the well-known firm of lawyers, Wilkinson and Grist, in this Colony, and the title which he has given to his production runs: "A History and Treatise on the Law of Hongkong relating to Trade-marks." The opening chapters deal with the history of legislation for the protection of the special mark or device which a manufacturer may have adopted for the benefit of those customers who would purchase his goods in preference to those of his rivals in trade. Although England has been described as a nation of shopkeepers and might, therefore, be expected to keep a sharp eye on all that concerned the well-being of trade generally, it does not appear that any particular legislation was passed for the protection of traders so far as the free enjoyment of their property in trade-marks was concerned, or the right of others to infringe those marks, until 1862. It is true that long prior to that date any person who had invented a particular design or mark to distinguish his goods from those of other manufacturers had the right at common law to restrain others from imitating his mark, but, as Mr. Wilkinson states, the remedy of a plaintiff to prevent an infringement was based upon a quasi-property in the mark, and not upon any right of property in the mark. The Merchandise Marks Act of 1862, which made it a criminal offence to fraudulently imitate a trade-mark, and gave a statutory right of action for damages where such right already existed at common law, was extended to Hongkong and became law under the title of "The Merchandise Marks Ordinance, 1865." At that early period in the history of the Colony, the principal business houses were in the hands of British merchants who in many instances were also the owners of the premises in which they carried on their business. It was not until the late 18th century, when the office of the Registrar of Trade-marks was established in London and did not confine their trade to the recently acquired Colony of Hongkong. Consequently, whatever trade-marks they had adopted had usually been in use in England and were registered under the English Act. And the proprietors of trade-marks affixed to goods placed on this market were for the most part resident in Europe. The result was that the obtaining of proof of their right to the exclusive use of the mark was an enormous work, and the cost of the proceedings was enormous. In 1873, an Ordinance was passed to provide easy means of proof of the common law rights of proprietors of trade-marks recognised in England. The Ordinance conferred no rights on the party registering, and the advantages to be derived from it seem to have been practically nil. Up to this time, that is 1873, the proprietors of trade-marks in England were even worse off than those in Hongkong, for not only had they no right as proprietors of trade-marks, but there was actually no provision for the registration of trade-marks, and it was not until 1875 that the Registration Act was passed. What happened after this, as the direct result of the passing of the Act in question, is described by Mr. Wilkinson at some length, but we need not enter into all the details and anomalies that cropped up by way of manufacturer's fancy that they would obtain some very material advantage by registering their marks. In some cases three persons were found using the same trade mark and under the 1875 Act their right to do so was admitted; but if more than three persons registered the identical or nearly identical mark then it was held that the mark in question was public property and could not be registered. Even when amending Ordinances were passed with the view of bringing the law of Hongkong into harmony with that of England the difficulties of the proprietor of inventors of trade-marks were not decreased. The case of *Leuba v. Ullmann* is quoted by Mr. Wilkinson, who remarks: "The judgment amounts to this—That under the existing Ordinance the Governor cannot, by granting registration, confer any exclusive rights on a registered owner of a trade-mark, and cannot, therefore, by cancellation of that registration take away any such rights, and the decision of the Governor as to the right of rival claimants to trade-marks is no more than a mere declaration of the decision of the Court, but, nevertheless, no power to that effect having been given by the Ordinance, the Court cannot direct a rectification of the register." A chapter is devoted to the character of the marks that are capable of being registered and it is decidedly interesting to read what may or may not be accepted as a trade-mark. For example, "a device which is nothing more than a pictorial representation of the goods to which

it is proposed to affix it is not a registrable trade-mark; but a device which merely suggests the kind of goods to which it is applied, is a good mark, e.g., the well-known device of a milkmaid carrying two pails was registered as a trade-mark in respect of condensed milk, etc." As to invented words, it was held that "Absorbine," as applied to a chemical preparation, was not an invented word because it was simply a common English word with a common termination added thereto. "He word 'tabloid,' however, was held to be a distinctive fancy word and properly registered in respect of medicines, and 'Novril' also passed for the same reason. As to words in a foreign language being treated as invented words there seems to be some difference of opinion on the subject, but Lord Herschell has said: "I am not prepared to go so far as to say that a combination of words from foreign languages so little known in this country that it would suggest no meaning, except to a few scholars, might not be regarded as an invented word." And on that point *Maxawattia* as a trade-mark for a Ceylon tea was held to be an invented word, although compounded of the words "Watte," which means in Clogaese "estate" or "garden," and "Maxa," which is part of the word "Maxadhar" meaning "delicious." But the "mere misspelling of a known word or combination of words will not constitute an invented word." For example, such words as "Unedda" as applied to biscuits, "Phiteesi" for clothes or boots, "Ranagard" for waterproof garments or umbrellas, and "Iwanta" for a brand of soap, were held to be invented words. The "Effect of Registration under the Home Act of 1905," "Action for infringement and passing off," the "Assignment and transmission of trade-marks," and the "Merchandise Marks Ordinance." The appendices include Ordinance 16 of 1873 which provided for the registration of trade-marks, Ordinance 18 of 1898 which amended the law on the subject, and portions of the judgment by the Chief Justice in the case of *Leuba v. Ullmann* both on original hearing and on appeal. Mr. Wilkinson's work is of undoubted value and importance, and will be most appreciated by the members of his own profession, who are continually being involved in the meshes and intricacies of a law which is the embodiment of legal tortuosity. The conclusions arrived at by the author are supported and buttressed by standard cases of the most recent date, and a list of the citations is furnished for the benefit of the student as well as the active practitioner. As may be gathered from our remarks and quotations the "History and Treatise" is written in a style which may be understood by the average layman, but we fancy that even after the average layman has digested all the hard facts submitted by Mr. Wilkinson on the subject, he will still find it to his advantage and profit to consult his legal adviser when he has occasion to register his trade-mark. It need only be added that the work, which runs into 122 pages, is published by Kelly and Walsh, Limited.

A SOCIAL EVENT IN HONGKONG.

(1st October.)

In the days, which are not so far gone as to be utterly forgotten by an older generation, when the European population of Hongkong consisted of a handful of merchants and their assistants, with a sprinkling of military heroes who leavened the business life of the community, the chief end of man, if the colony's annals are to be trusted, was to qualify himself for the social pleasures of the season. Princely houses across of their own accord; the principals mingled and bob-nobbed with their juniors and the felix of caste was unknown. Now and again there was an "event" in the history of the budding Colony, the arrival of a new Governor, who had to be taken in hand by the leaders of the day and initiated into his duties with all solemnity; to be followed by a round of revelry—the visit to a Royal Prince, when trade was at a standstill for a week at a time; the quartering of a new battalion, whose officers had to be fed and feasted till the novelty of their coming had partially worn off, and, above all, the Races. The tropics in Hongkong seem to have sung themselves heart and soul into the business of pleasure, and, if we are to believe, all we read, there being no coterie or cliques, no line of demarcation between those who lived on the Hill, and those whose residences were above the city gorges, there were no social pleasures or claims for precedence. It would be ungenerous to hint that this halcyon state of affairs was in any way due to the paucity of the gentler sex on the Island; let us attribute the changed condition of things to-day to the individualistic interests which engage attention, the worries of competition which were unknown in the past, the uncertainties of markets, and the recognition of the stern realities of life. There was no stalling and mulling at musty tomes—except on mail days, which seem to have come once in a blue moon; there was no shuffling over accounts under the glare of electric lights; and apparently no hunting and chasing after elusive clients which refused to be caught so that the books might be balanced. And yet those pioneers, retired in favour of their assistants, did their duty by their fellow-men as so momentary members of Parliament—only awakening with a jump when somebody said "Chair" to a fiercely interrogative hapless Ministers on the subject of "stinkpots" and Pekoe—and passed away in the odour of sanctity. The whole community enjoyed life to the full, and if the unexpected happened it only afforded another opportunity for the genius of the revels to celebrate the occasion. But although we are told about these fly-by-times, we seldom, if never hear of the chaplain being called upon to officiate at the most joyous event of all—the celebration of holy matrimony, as our predecessors staidly and very properly termed it. The fashionable wedding had not yet "arrived" in Hongkong, for the very good reason that the majority of the ladies in the Colony were already matrons of high degree and better fitted to undertake the duty of chaperones than that of hunting the slipper, and those who contemplated joining the noble army of Bachelors preferred to have the ceremony performed at St. George's, Hoveer Square, or in the midst of their own "people," so that Hongkong brides were generally experienced mistresses before they appeared at Government House. Nowadays, the girlish of Pock has been so tightened that Hongkong is scarcely more than a summer day's trip from London. And to that fact the residents of Hongkong may attribute their unwelcome good fortune in having the opportunity of taking part in

one of the happiest events in the history of the Colony—the marriage of Miss Hilma Brackenbury, the friend and companion of Lady Lugard, to Captain Taylor, the principal A.F.C. to His Excellency Sir Frederick Lugard, the Governor. Since their Excellencies entered into residence at Government House, the old red pile has taken on a new coloring. For some years it might have been an official maudlin, whence strange edicts emanated, but with the coming of a charming chateleine, accompanied by a couple of lovers whose secret was known to all, there has been a transformation scene, and even the phlegmatic Indian sentries to-day have been infected by the bacillus of hilarity. "All the world loves a lover," and when there is a suspicion of romance there is little else worth talking about. The happy couple came a long way to celebrate their nuptials, but it is doubtful whether the good wishes which were showered upon them could have been exceeded or more honestly offered to any other centre of British life. It is needless to refer to the enthusiastic demonstration which greeted and acclaimed their entrance into the married state. We need only say that if they find their course set in as pleasant groves as it has been during their stay in Hongkong, and the auspicious opening to a true and true augury of what is in store for them, their future is bright and assured. In common with our readers we offer our congratulations to the newly-married couple, whose happiness has given a zest and a thrill to life in Hongkong.

A BUDGET OF BILLS.

(and October.)

Provided that all goes well, and that there is no unseasonable interruption on the part of some querulous questioner, the members of the Hongkong Legislative Council are expected to pass the second reading of no less than five important Bills at the meeting which will take place to-morrow afternoon. And should precedent be followed to its bitter end, the Council may possibly see the five Bills through Committee and passed into law, subject to the recommendation of His Excellency the Governor. Such celerity would be amazing; even were the Bills of the ordinary, matter-of-fact, innocuous and purely technical type. But among the measures which it is proposed to rush through the Council at breakneck speed are the Appropriation Bill, which provides a sum of close on five million dollars for the use of the various executive departments; the Bill to prevent the publication of seditious matter in the Colony; and the Bill which it is proposed to limit the imposition of public expenditure in the stocks. Any single one of those Bills would, we fancy, provide ample food for thought and reflection, and prompt, innumerable questions, were it submitted to the consideration of the average man. Explanations would be demanded with respect to a hundred and one entries in the Estimates for 1908, to greater with the reasons for their inclusion, when the finances of the Colony are, at a low ebb and seem likely to fall lower still. There was, indeed, a time when the representatives of the people challenged every other vote in order that the Government might be compelled to give a clear and definite exposition of the meaning and intention of the mysterious items which annually appear on almost every page of the Estimates. We allude, of course, among others to the redoubtable champion of the taxpayer, although elected by the Chamber of Commerce, Mr. T. H. Whitehead. No doubt, Mr. Whitehead's tactics irritated and annoyed the official members who had to maintain the importance and dignity of the departments they represented, and there is not the slightest question that they received the sympathy of their sycophantic admirers in having to submit to the trivialities of a parcel of insignificant objections; but whether trivial or not, the questions had to be answered, and answered in a manner that satisfied the alert and keen-witted champions of the taxpayers' interests. It must not be forgotten that these unofficial members were constantly hammering at the Government for specific statements and so effectual were their methods that the Government officials were brought to that stage where they offered explanations of their own accord. Nowadays, the elected members of Council are not even vouchsafed the smallest grain of understanding; they receive the copy of a Bill which is introduced without a single superfluous word, they murmur and wag their heads, a flock of lambs, and then, when they know that the Bill, any Bill, has passed, they say: "As to the purpose of the Bill, or whether it has any purpose at all, they may be totally in the dark. That is not to say that because there is a spate of alleged oratory by those who have the gift of the gab, the affairs of the Colony will be better managed, or the Colony's interests more satisfactorily safeguarded. The reverse usually prevails in the case, for the simple reason that the forward-looking operations are seldom to the point and almost invariably prove a weariness to the flesh. But even were the questions—and the cross-examination would find himself in clover with the Estimates for his brief—should elicit statements regarding the policy of the Government, at a time when the financial clouds are threatening to dissolve, that might prove invaluable to the mercantile and shipping interests of the Colony. It seems absurd to fancy, for a moment, that the Government seriously believe that their official measures—can be adequately discussed at a single sitting—of the Council. We will not suggest that the idea is preposterous, because that might be construed into a reflection on those who have been specially appointed to protect the pockets of the community generally, but we may say that Singapore, Ceylon and all the Crown Colonies in the West Indies have yet to learn how the Estimates of the forthcoming year's expenditure are to be explained, expounded, discussed and finally adopted within the space of half-an-hour. Singapore deems several prolonged sittings to the discussion of the Budget. Ceylon produces all its talents, not with the object of defeating the Government's proposals, but in order that all questions of domestic policy may be thoroughly threshed out. While it is not so very long ago that the people of Hongkong, through their Council representatives, made matters so uncomfortably warm for a material and autocratic Governor who was disinclined to accept local wishes or to the advisability or otherwise of retaining certain items on the Estimates, that he was too good to seek a less combative sphere for the exercise of his undoubted abilities. But it was all done in order that the interests of the residents, the people of the soil, should be conserved, and we would with all humility suggest

HANGS HERSELF TO A DOOR.

Seldom have we heard of children committing suicide in Hongkong, but that is what happened in the Central district late last night early this morning.

A young servant girl, about fourteen years of age, named Cham Ping, employed by a family at 25, Lee Yuen Street East was found early this morning hanging to the end of a piece of rope in a kitchen. The child's body was discovered on the floor of the kitchen, and sent to the kitchen to replace the morning's meal. When the body was found it was hanging to a short piece of rope which had been looped over the hinge of a door knotted securely beneath her chin. Evidently the girl had stood upon a bamboo stool while she adjusted the knot and then kicked support from under her. Her feet were but few inches above the floor. Apparently while the rope began to tighten she repented, and, for we are given to understand, that right wrist was woven in the rope above her neck and her fingers grasped straddle. Her wrist, it was stated, was cut the weight of her body, and there were abrasions on her neck where the rope had lain to the skin.

The body was cut down and removed to a morgue, where a doctor certified that death was due to strangulation. It was impossible today to ascertain the cause of a girl's tender years, as the deceased, being her father and it will be interesting to learn the details which drove her to such desperateness.

THE DESTROYERS OF THE CHINA SQUADRON have made good practice with their lightning-firing guns at the recent target practice. It is now pretty certain that the magnificent record of the flagship *King Alfred* will not be broken.

THE RAILWAY AFFRAY.

PARTICULARS OF THE INCIDENT.

SUN-ON DISTRICT MAGISTRATE'S INTERVIEW.
(By Our Special Representative.)

When on the 25th ult., we published a report of an assault on a party of surveyors engaged in the preliminary work connected with the Canton-Kowloon Railway (Chinese section) we made it clear that the bald statement that an affray had taken place was all the information that had reached us that day from the interior. It was a late hour that a member of our staff succeeded in obtaining the scanty news. We printed the report with considerable reserve, since, as we stated, at the time, the avenues for verification were then closed to us. From the very initiation of this Railway undertaking an amount of mystery quite incompatible with the traditions of the British Government has been invested around the inspection of the route, the survey of the projected line, and the commencement of the constructional work. So that the presentation of an intelligible and connected history of the building of the line, at each successive stage of its progress, is a task of the utmost difficulty to Press scribes. The hole-and-corner manner by which the amounts were appropriated for the initial works, and then spent long before a vote had been taken by the Legislative Council, is another of those strange precedents which have marked the whole course of procedure in relation to the Kowloon-Canton Railway project.

If such unwelcome caution is taken to keep the public out of the confidence of the Government in what relates to the British section of the line, it will be admitted that, when it comes to matters affecting the Chinese section—wherein the Hongkong taxpayers have a remote indirect interest, since the sections are to form the junction at the boundary line between British and Chinese territories—an attempt will be made to keep the public hopelessly out of any information that should be of interest.

The manifest eagerness with which our exclusive report of what may be termed the Sam-chun incident was sought to be stifled convinces us of the fact that every endeavour is being made to seal all outlets wherefrom a "leakage" would be possible. Our news from the progressive scene of operations is, therefore, a peculiar trait of the elusiveness of the Press that they are not easily baffled. In view of the attempted *démarche* of our report (Wednesday) which has been made capital of in certain quarters—our representative, who was responsible for the report, went to some pains to secure a connected narrative of the whole incident.

Obviously, under the circumstances, such a report could only be gathered from Chinese sources, and in our opinion the account which is now presented simply towards the labour which its collection has involved. It is true that from the surveyors' standpoint there may be another version of the story. However, the candour of the narrator may be accepted as genuine from the Chinese side.

To begin with, it should be stated that the construction of the Chinese section of this railway will be carried out under the terms of the Agreement effected between the two contracting parties, the Chinese Government, on the one hand, and the British and Chinese Corporations on the other. The Corporation were represented in Canton during the final stages of the negotiations by their special representative, Mr. J. O. P. Bland; their interests are now in the safe practical guidance of Messrs. Jardine, Matheson & Co., who stand in identical relation to the Canton-Kowloon Railway (Chinese section) as the Shanghai-Nanking railway of the firm did to the Shanghai-Nanking railway operation.

For the present month or so the survey of the Chinese section of the railway to Canton has been in progress under the expert direction of the Engineer-in-Chief, Mr. Groves. Starting at the Sam-chun end a party of surveyors has been making steady progress across the district of Sun-On, and it was within this district that the trouble arose the other day—a trouble which, happily, was of the briefest duration.

It should be mentioned that Sam-chun, which is the Cantonese name for the station opened on the 1st March, 1966, after the Kowloon Convention of 1966, with frontier guard posts, is now in almost daily communication with Hongkong by steam launch. This regular service is usually maintained by the little steamer *Hong On*, but as that vessel was laid up last week for repairs her place has been taken by the *Kwong Lee*. With the exception of Mondays the service is regularly maintained throughout the week. Starting from Hongkong at 6.30 a.m. the steamer proceeds to Shat-wei, which in ordinary weather and tide is reached by about 10.30 a.m. At Shat-wei when the river is shallow the Hongkong passengers are transhipped into boats which then take up the journey to Sam-chun. With an adverse tide the latter place is reached in four hours. The passenger boat runs up right alongside the landing place where the passengers disembark. The scene of the affray last week is some distance from this important market town, and is reached by traversing a lot of market place, a steady five hours' journey on foot. Reaching Ping Pau-hui (平步墟), our destination, all the material necessary to the present narrative was obtained. Ping Pau-hui may be defined as a sort of market place. It is inhabited by from two to three hundred villagers, who are for the most part able-bodied men, women and children. The village consists of small brick and mud houses and contains a small ancestral temple of the family of Lau. The inhabitants of the place claim ancient lineage with the Lau clan. It was outside Ping Pau-hui that the assault took place.

At Lung Fu-hui (龍福墟) the survey party had their residence. The house, which, as we were informed, the Europeans occupied, is owned by a missionary organisation and when not tenanted by the railway engineers is devoted to a school of so-called modern learning. Lung Fu-hui is situated at a distance of about four li, or a trifle over an English mile, from Ping Pau-hui.

The surveyors usually start work between 7 and 8 o'clock in the morning; knock off at mid-day for their (lunch) rest, and then resume work between 2 and 3 p.m. till 5 p.m. After luncheon on the 16th day of the 8th moon (23rd Sept.) a survey party started work just outside the village of Ping Pau-hui. The party consisted of one Britisher (whose name we have since ascertained is Mr. Warrington), two *waiyuan* (surveyors), Pan and Tung, eight or ten Chinese "braves" and a few surveying coolies. Usually two British surveyors set out on the present occasion the other (Mr. Fraser) was stated to be ill and confined to his quarters. Upon the party's arrival the villagers declared that they had already been acquainted with the object of their mission by proclamation issued by the authorities. A gang of some 30 or 35 farmers who were working in the fields approached the

waiyuan, whom they begged not to have the ground measured. They alleged that for generations the remains of their ancestors had been lying undisturbed in that spot, and they would have been particularly pious to their forefathers; and would the surveyors be kind enough to divert the course of the line from their ground?

Waiyuan Pao, who is acquainted with the English language, then interpreted the request to Mr. Warrington.

There followed a long dialogue, after this, and, in fact, our representative, much to our surprise, was able to hear by both sides. It speaks much for the surveyors' forbearance that, at no stage of the discussion, which was developing into some degree of warmth on the part of the natives, did they manifest intolerance with the attitude of the villagers.

Ultimately the *waiyuan* was requested to inform the men that the party were not there for their own pleasure. The inhabitants of the district should have known from the published injunctions of the official proclamation that the party were carrying on the work under instructions from the Imperial Government. The railway had to follow a certain course and the line could not be made to divert at any one's whimsical pleasure.

This harangue concluded, the surveyors proceeded to resume their work. When the villagers gave manifestations of considerable excitement. Perceiving that the crowd was bent upon mischief the railway men proceeded to put themselves on the defensive. They barely prepared themselves for an assault when the coolies were set upon. Ng Fuk, the head of the coolie gang, a slightly-built Chinaman of about 40 years of age, received a nasty blow on the head which drew blood. The villagers armed themselves with bamboo poles, and any other weapon they could readily lay their hands on. Ng Fuk apparently bore the brunt of the assault, although it was stated that Mr. Warrington received three blows on the back with bamboo.

Once the assault began the ranks of the assailants were increased by reinforcements from the village. Seeing that they were hopelessly out-numbered, and believing discretion the better part of valour, the survey party began to beat a retreat in the direction of their quarters. Such of the smaller instruments as the members of the party could carry away with them without provoking impediments they successfully removed as they hastened from the scene of the disturbance. But what was described to us as a tripod and such other encumbrances as were too bulky to be easily handled by the retreating party, were taken by the Chinese, as well as axes which were used by the coolies for chopping down trees, or brushwood, that obstructed the engineers in their work.

The party reached their lodgings after 7 p.m. No other incident occurred that night.

On the following morning two elders of the village proceeded to Lung Fu-hui for an interview with the surveyors. The elders begged the party to desist from any work out-of-doors that day, as in the then temper of the villagers the elders could not restrain the mob from any act of violence. They would not, therefore, hold themselves responsible for any untoward action of their men that day. That was on Tuesday, 24th inst. The day was wholly uneventful.

Meanwhile it appears the district authorities were communicated with as to the incidents that took place on Monday; for on Wednesday, the 25th inst., the magistrate of Sun-On in person, attended by a bodyguard of fifty "braves", armed with rifles—or "long guns", as put to our representative in Chinese—arrived at Ping Pau-hui. The magistrate summoned the elders before his presence. A long conference was held. Beyond that the magistrate was not informed what business the villagers had in interfering with the survey party in their peaceful mission, nothing is definitely known of what transpired at the conference.

The district magistrate remained at Ping Pau-hui two days, and departed therefrom on the morning of the 26th day of the 8th moon (27th Sept.).

It is asserted, but the only authority for the statement is Chinese information, that when Messrs. Warrington and Fraser resumed survey, they armed themselves with revolvers for self-defence.

Having completed the survey of the village where the clash with native susceptibilities had taken place, the survey party proceeded on their course, and at latest report were said to have traversed over the Sun-On district into Tung Kun, their goal being the thriving market-town of Shek Lung, the capital seat of the district.

ACCIDENT ON THE "GLAUCUS"

COAL COOLIE FALLS INTO SHIP'S BUNKER.

An accident which occurred on board the steamer *Glauco* last Friday afternoon very nearly ended in the death of an eighteen-year-old coal coolie, named Yeung Shing. At the time of the mishap the *Glauco* was anchored off East Point, loading bunker coal. A gang of coolies was engaged in removing a quantity of coal from one bunker to another to provide room for the coal that was being taken in. Amongst the gang was Yeung Shing. According to the story, he was in the act of removing a load (two baskets) from one bunker to the other when he slipped on a plank and was precipitated into one of the bunkers—a drop of about sixteen feet—landing, fortunately, on his side. His friends picked him up and had him sent to the Alice Memorial Hospital, where, on examination, it was found that he had broken his forearm. The bruises he received about his face and body are not serious.

STEEL CRUISER FOR CHINA.

Last Friday, Messrs. W. S. Bailey & Co., the well known shipbuilders, despatched to Canton the steel cruiser *Loong Sung* ("Flying Dragon") built by them for the Chinese Government. The vessel is 10 feet in length by 19 feet beam and draws only three feet of water, being intended for shallow water navigation. The engines are compound twin screw and the vessel is constructed on the hollow stern principle so that when at rest the propellers are partly out of water, but when going ahead are covered by the water which is drawn into the tunnel in which they revolve.

Messrs. Bailey & Co. have built a number of shallow draft vessels on this principle and drawing as little as 18 inches of water. The *Loong Sung* is fitted with excellent accommodation for officers and crew, the cabins being neatly upholstered and painted in white and gold. She is fitted with gun shields and platforms to mount two quick-firing guns forward, and has excellent freedom from vibration, the engines running at 200 revolutions per minute with the utmost smoothness.

The *Loong Sung* has a bridge deck and pilot mast with cross jack yard, and made a pretty picture as she steamed at full speed through the harbour flying the Dragon flag. The work has been carried out under the supervision of Capt. T. P. Hall—*Continued*.

DOUGLAS STEAMSHIP CO., LTD.

ANNUAL MEETING.

The twenty-fourth ordinary general meeting of shareholders of the Douglas Steamship Co., Ltd., was held at noon, last Saturday, at the office of the general managers.

There were present: Mr. H. P. White (in the chair), Mr. H. H. Kewick, Messrs. R. Shaw, A. G. Wood (directors), G. C. C. Master, J. M. Forbes, Dr. J. W. Noble, Mr. J. E. Gomes (secretary), Mr. Chan Tong and Mr. Chan Sul.

The Secretary read the notice calling the meeting.

The Chairman said:—Gentlemen.—The report and accounts having been in your hands some time, I will, with your permission, have them read. It is with a measure of gratification that we are able to come before you with a report showing a marked improvement in the year's working, in the face of the keen competition which we have to meet. During the period covered by this account, cargo has been plentiful; in fact, more than we could cope with, so that we frequently had to shut out cargo—work of necessity went to our competitors—and I can only emphasize the statement made by me at our last general meeting, that the services of the new steamers, which we proposed to have built some two years ago, were available for the profit of the working of the steamers during the year would have been very considerably enhanced. The coast trade of China is increasing in volume and we have a valuable constituency whose confidence and whose business, it is absolutely necessary we should retain, but to do that we must have more tonnage than we have at present. The alteration in the conditions of the coasting trade requires a larger capacity—work that can be worked at very little more expense than our smallest boat, the *Haimun*. I have therefore to inform you that we have decided with the full approval of your consulting committee to procure a good class—steamer of larger carrying capacity than any of those at present comprising the company's fleet, which, while meeting our own special requirements will be available for other work when opportunity offers. Exchange is at present time and we are confident that such a boat will prove a profitable asset to the company; as all our experience goes to show that only with the most modern type of boat, of large capacity and a low ratio of working expenses, are good profits to be made on the China coast, while, on the other hand, we are equally satisfied that the day of small carriers is past. Reference was made at our last general meeting to the saving in the closing of the year's accounts, and the fact that the company was able to make a still further reduction in this charge, while expenditure for coal will be less than that of last year. As regards prospects for the current year it is perhaps early to forecast, but the earnings for the first three months are fully up to those of the same period last year, and with a fair trade and the lessened expenses above referred to, I am hopeful of a continuance of the improvement in the position of the company. With reference to the company's funds on mortgage, some of the mortgages have been paid off since the closing of the year's accounts, and the valuations of the company's surveys show that the properties now held by the company form ample security for the advances made. Gentlemen, I do not know of anything further that I can add, but before proposing the adoption of the report and accounts, I shall be pleased to answer, to the best of my ability, any questions that shareholders may wish to ask.

No questions were asked.

Mr. Forbes proposed the adoption of the report and accounts.

Mr. Master seconded. In doing so, he said, he congratulated the general managers and all those who had anything to do in the matter. He took it that the company's agents up to the coast had also something to do in the matter and he thought congratulations should go to them, too. Continuing, Mr. Master said:—"This, I think, is the best report that has been presented to shareholders for some years. I was looking to the old report for 1966, and this is a far better report since and including last year. With regard to the Chairman's remarks about purchasing a new vessel, of course, the general managers and the consulting committee know far more than do shareholders about steamers. I trust every effort will be made to procure a good economical boat that will pay her way. I shall like, in closing my few remarks, to tender thanks to the Chairman. (Applause.)

The Chairman thanked Mr. Master for his kind remarks, and the motion was carried unanimously.

Mr. Forbes proposed that the Hon. Mr. Kewick, Mr. R. Shaw and Mr. A. G. Wood be re-elected to the Consulting Committee.

Mr. Master seconded.

Carried.

Dr. Noble proposed the re-election of Messrs. Potts and Lowe as auditors for the coming year.

Mr. Forbes seconded.

Carried.

The Chairman—That is all the business, gentlemen. I trust to give you as good, or even a better, report next year. Dividend warrants will be ready on Monday.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The following were the highest scores made in the Governor's and Chater Cup competition during the month of August:

A. Jenkins	67	80	—67
J. H. Pidgeon	64	80	—64
A. Moir	60	—	—60
G. Gibson	50	—	—50
D. Willis	48	—	—48
P. S. Carruthers	45	—	—45
A. Mackenzie	43	—	—43
R. Baker	43	—	—43
Dr. Evan Jones	42	—	—42
E. W. Terrey	43	—	—43
Dr. J. M. Atkinson	34	—	—34

(There were 50 entries.)

The highest scores made in the Beikley Cup competition were:

A. Jenkins	59	80	—59
R. Baker	58	—	—58
A. Blower	48	—	—48

(There were 31 entries.)

In the Medhurst Cup competition, at 10 p.m. on the 24th, the only scores were:

J. C. Peter	3	bits
E. W. Terrey	1	bit
L. G. Bird	1	bit

The Pool competitions were won by the following members:

17th & 18th August W. L. Leask	154	10-65
20th & 21st "A. Jenkins	99	—59

Bad weather very much interfered with shooting during August, and attendances ranged very small, but it is hoped that members will make an effort to keep up the average during the next few months. Those who have not put in the proper average number of attendances are reminded of the remarks made by his Excellency Sir Matthew Nathan at the last general meeting regarding this matter.

LUSITANO CLUB'S "SMOBB"

AN ENJOYABLE EVENING.

In celebration of the joint anniversaries of the Lusitano Club and the Queen of Portugal, members of the Lusitano Club held a social concert in the club's spacious ball-room on Saturday evening last. The building was beautifully illuminated with numerous vari-coloured lanterns, which shined to a gentle breeze from the balconies, while a transparency of King Carlos, encircled with electric lights, was suspended over the entrance on the facade of the building from the first floor verandah. The ball-room presented a very gay appearance, having been decorated for the occasion, and no little attention was directed to the miniature stage, the erection of which bespoke taste and talent on the part of the designers.

Shortly after nine o'clock the Portuguese Consul-General—Consulheiro A. G. Romano—J. J. Leiria—arrived, and was received by the Committee and members of the Club, who conducted them to the ball-room, where the toast, "The King and Queen of Portugal" and "Success to the Club Lusitano" were drunk, and the evening's entertainment opened.

The programme got up for the occasion was carefully arranged, and although it lacked sentiment, which was left out with a purpose, variety filled its place. The musical proceedings of the evening were opened by Machado's Song, which was offered for his services in honour of the occasion. Their selection having been concluded, Mr. J. C. Rostio lived up to the audience by a cello walk on the piano, and very soon his listeners were making an impression on the floor. A song was the next item on the list, and "O Vendedor" was rendered by Mr. A. J. d'Almeida, who, though a trifle nervous, which was responsible, no doubt, for his tangling up in some parts of the song, came out well. He gave place to Mr. J. H. Mendes, who sang in a splendid style. In response to the inevitable encore he obliged with another verse. "Astro, Fulgido," played on the oboe and violin, by Messrs. S. Pina and E. J. Lopes, a violin solo by Mr. F. Gonzales and a banjo solo by Mr. Graça evoked hearty applause. Mr. H. J. Alves then varied the proceedings with the monologue, "He tried to tell his wife," a very amusing item, while Mr. F. X. Batelha treated the audience to that well-known song, "Jack's the Boy," which was very well received. This brought a very enjoyable evening to a close.

The full programme is as follows:—
—Piano Solo—"Cade-Walk March"—Mr. J. C. Rostio
—Song—"O Vendedor"—Mr. A. J. d'Almeida
—Song—"Jewel of Asia"—Mr. J. H. Mendes
—Song—"Astro, Fulgido"—Mr. F. X. Batelha
—Duet—"S. Pina and E. J. Lopes"
—Violin Solo—"Concerto"—Mr. F. Gonzales
—Song—"He tried to tell his wife"—Mr. H. J. Alves
—Monologue—"He tried to tell his wife"—Mr. F. X. Batelha
—Song—"Cade-Walk March"—Mr. A. J. d'Almeida

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FASHIONABLE WEDDING IN HONGKONG

MISS HILDA BRACKENBURY MARRIED TO CAPT. P. H. MITCHELL TAYLOR, A.D.C.

THE CEREMONY AT ST. JOHN'S CATHEDRAL.

BRIDE AND BRIDEGROOM RECEIVE GENERAL FELICITATIONS.

"ALL THE WORLD LOVES A LOVER" AT GOVERNMENT HOUSE.

FULL LIST OF PRESENTS AND INVITED GUESTS.

Every element, which would tend to add lustre to the happy occasion, favoured the wedding ceremony at St. John's Cathedral this afternoon, where Miss Hilda Brackenbury, the friend and companion of Lady Lugard, was united in the bonds of wedlock to Captain P. H. Mitchell Taylor, the senior A.D.C. to His Excellency the Governor, Sir Frederick Lugard. It was, perhaps, natural that those principally concerned should have desired that the marriage should be of a semi-private character, on account of the short period which Miss Brackenbury and her fiancé have resided in Hongkong. But anything connected with Government House, and particularly such an unusual and auspicious event as that which was consummated with so much *clat* to-day, is regarded as in the nature of public property. From the day that the wires throbbed from Japan with the intelligence that one of the first social functions which would follow the arrival of their Excellencies in Hongkong, would be the marriage of the charming friend of Lady Lugard and the bluff A.D.C., there was continual speculation as to the date of the wedding. But it was not until the last moment, practically, that the final arrangements were made. Nevertheless, semi-private as the wedding was supposed and intended to be, the Cathedral was thronged with interested spectators to witness the giving-away in marriage of one who, although a comparatively stranger to the Colony, has already become an integral part of the social life which has its centre at the gubernatorial headquarters.

Since His Excellency the Governor took over the reins of office, barely a couple of months ago, the official residence has been located at Mountain Lodge, with the exception of the short intervals when matters of immediate concern required personal supervision on the spot. But it was from Government House that the bride and bridegroom proceeded by way of Garden Road to the Cathedral this afternoon. The route was traversed in chairs carried by the red-coated bearers, who assumed a particularly grandiose swagger as if they were the real protagonists of the day. There were crowds of people who jostled each other in their anxiety to view the bride, and offer her their felicitations. The bridegroom, as usually happens on these occasions, was regarded more in the light of a necessary accessory than anything else, despite his trim uniform of an officer in the Indian Army.

Miss Brackenbury, whose charms were accentuated by the simplicity of her wedding dress which shimmered in the sunlight, was accompanied by Sir Frederick Lugard, while Captain Taylor was supported by his best man, Mr. Brackenbury, brother of the bride, and Private Secretary to His Excellency the Governor. At the entrance to the Cathedral, where there was an extremely varied assortment of people representative of all classes and conditions in the Colony, the chairs were abandoned and the bride, carrying a beautiful bouquet, was escorted down the nave by the Governor, while the four bridesmaids, looking exceedingly fresh and dainty, brought up the rear. Two little pages in sailor uniforms carried the bride's train with a solemnity and consciousness of the responsibility which are not to be described. On the arrival of Captain Taylor, the marriage service began, the Rev. F. T. Johnson officiating.

The Cathedral was decorated with palms and flowering plants, but there was no attempt at ostentatious display, the

predominating note of the whole proceeding, including the function which afterwards took place at Government House, being one of quiet simplicity. It was, indeed, a family affair, in which the chief members of Their Excellencies' suite were concerned, and it was only the accident of their estate which precluded that semi-private which the majority of lovers seek when their mutual regard is approaching its culmination.

The service was fully choral, Mr. Donnan Fuller presiding at the organ, whose rich notes reverberated through the Cathedral when, after the register had been signed, the joyous strains of the wedding march, thundered out their message of rejoicing. Under an archway of drawn swords which was formed by the officers of the Middlesex and Mooltan Regiments, the newly-married couple proceeded to the Cathedral entrance amid the salutations of the onlookers, and thence to Government House, where the usual and time-honoured toasts were offered and pledged with enthusiasm.

A few words of farewell, a host of congratulations from the guests who had been invited to attend the function at Government House, and Captain and Mrs. Taylor had departed for their snug retreat away from the maddening crowd.

DEPARTURE FROM GOVERNMENT HOUSE.

"Happy is the bride that the sun shines on," is a trite old saying, and all Hongkong will cordially wish that the bride of to-day may have her full share of the conjugal felicity and measure of bliss to which the ceremony that was concluded this afternoon opens the way. When the bridal party left Government House a few minutes before the appointed hour, Old Sol was beating down from a sky of fleecy blue in all its brilliancy. Leaving the gubernatorial establishment Miss Brackenbury, who was accompanied by Sir Frederick Lugard, journeyed to the Cathedral in a chair carried by coolies attired in the bright-coloured uniforms associated with the viceregal party in Hongkong.

CATHEDRAL DECORATIONS.

The scene at the Cathedral was indeed a picturesque one. The pretty dresses of the ladies, mingled with the gay uniforms of the officers, stood out in striking contrast with the orthodox garb of the civilian guests. About half an hour before the time fixed for the ceremony people began to arrive at the Cathedral, and by half-past two o'clock the

building was completely filled. Every point of vantage forming the approach to the Cathedral was taken up by an interested crowd, who had gathered to catch a glimpse of the bridal procession. The floral decorations of the Cathedral were, indeed, beautiful, although they were not extensive. On the altar table were many choice blooms of pretty colours and exquisite fragrance. An arch of palms led down the chancel steps. Extended overhead along the aisle were clusters of ferns. In front of the choir stalls young palms were neatly arranged, while at the entrance to the Cathedral the finishing touch was added in miniature, forest of palms at each side of the door. A red carpet ran the length of the aisle up to the altar. Mr. W. J. Tutchet, of the Botanical and Forestry Department, Mrs. Tooker and Mrs. Layton were responsible for the artistic decorations.

BRIDAL PARTY'S ENTRY.

Several minutes before the appointed hour the bridegroom, accompanied by his best man, Mr. A. J. Brackenbury, brother of the bride, Lady Lugard, and Captain Monteiro, private secretary to the Governor of Macao, entered the building and took up a position at the right of the chancel steps. Captain Taylor was wearing his full military uniform.

They were followed by the bride, who was leaning on the arm of Sir Frederick Lugard, her uncle, as she proceeded along the aisle.

THE BRIDAL DRESS.

The bride was attired in a beautiful gown of white satin with point d'esprit chemise, fichu of chiffon, with a long court train, veiled with Irish lace. The bodice of the gown was trimmed with the same material and dotted with roses of white satin. A long veil of tulle with bridal falls of orange blossoms completed the wedding costume. Miss Brackenbury carried a shower bouquet of lotus flower, made by Mrs. B. Layton, and wore a diamond necklace given her by the bridegroom, and other gems.

THE YOUNG BRIDESMAIDS.

Four young bridesmaids were the Misses Phoebe, Iris and Dione May, daughters of the Hon. Mr. F. H. May and Mrs. May, and Miss Aileen Hastings, daughter of Mr. and Mrs. G. Hastings. They wore white silk, Kate Greenaway dresses, trimmed with pretty sashes tied in a rosette under the arms; white silk mittens, and white flowers in their hair. Each carried charming bouquets, and wore gold bangles, the gift of the bridegroom. The pages, who were dressed in sailor uniforms, were the two Masters Keswick, sons of the Hon. Mr. Henry and Mrs. Keswick, and they

appeared to be very proud of the silver boatswain's whistle and chain which were presented to each of them by the bridegroom.

THE CEREMONY.

Immediately the bride set foot in church the choir sang "Hark! hark! my soul, angelic songs are swelling." After which the organ rang out with "The Voice that breathed o'er Eden." The contracting parties then met at the foot of the altar and soon afterwards the hymn "A threefold cord is not quickly broken;" then kneeling, the ceremony proper began, at the close of which the Psalm "The Lord do so to me and more also, if I ought but death part thee and me," was sung to Westley's chant. Then followed the responses from the marriage service. An adjournment was then made to the vestry where the contracting parties signed their names on the register.

As Captain and Mrs. Taylor left the sacred edifice Mendelssohn's "Wedding March" was played on the organ, and a number of military officers lined up on both sides of the aisle and crossed swords. The service was performed by the Rev. F. T. Johnson.

RECEPTION AT GOVERNMENT HOUSE.

At the conclusion of the wedding ceremony, Captain and Mrs. Taylor returned to Government House where a reception was held. Over 100 persons accepted invitations. Having arrived from the church the bridal party was photographed on the lawn of Government House. Many were the handshakes and hearty congratulations offered the happy couple by the guests. The guests having been received and the cake cut by Mrs. Taylor in true conventional style, His Excellency Sir Frederick Lugard, in a few words, thanked the guests for their presence that afternoon at the marriage of his niece. The toast was enthusiastically received.

Captain Taylor responded briefly, on behalf of himself and wife, thanking them for their kindness and acknowledging the kindly greetings.

At the close of the function, shortly after four o'clock, the happy couple left for the Nine Pins—a group of islands near Macao—on the tender *Stanley*, to spend their honeymoon. A house has been placed at their disposal by the Commissioner of the Chinese Customs, Mr. M. R. M'D. Parr, and they expect to be away for a month.

Mrs. Taylor's going-away dress was made of cream serge, trimmed with lace, and a cream hat to match.

THE GUESTS.

The following guests were present: The Hon. Dr. J. M. and Mrs. Atkinson. His Excellency Major-General Broadwood,

C. B., Captain Bonham; Captain and Mrs. Beasley, Mr. Blanchflower, Archdeacon and Mrs. Bannister, Mr. and Mrs. Bird, Sir Henry, Lady and the Misses Berkeley, Mr. and Mrs. J. P. Braga, Mr. A. W. Brebner, Mr. and Mrs. Bribosia, Mr. F. D. Barretto, Mr. A. A. H. Botelho.

The Hon. Mr. W. Chatham, C.M.G., and Mrs. and Miss Chatham, Sir Paul Chater, C.M.G., Miss Case, Captain Crawford (s.s. *Stanley*), Major and Mrs. Chitty, Colonel and Mrs. Carter.

The Hon. Mr. W. Rees Davies, Mr. and Mrs. W. H. Donald, Mr. H. Droese, Captain and Mrs. Dooper, Colonel Dumbleton, Colonel Darling, Mr. and Mrs. d'Esterre.

Rev. and Mrs. J. H. Francis, Mr. and Mrs. Fremantle.

Captain Grenfell. The Hon. Mr. E. A. Hewett, the Hon. Dr. Ho Kai, C.M.G., Mr. Hutchison, Mr. and Mrs. G. Hastings, Miss Hamilton, Mr. and Mrs. Bertram A. Hale.

Rev. F. T. Johnson, Dr. and Mrs. G. P. Jordan, Mr. and Mrs. F. J. V. Jorge, Jemadar Mohammed Khan (129th Baluchis), honorary A.D.C.

The Hon. Mr. and Mrs. Henry Keswick, Colonel Kent.

Captain and Mrs. J. Lyons, Mr. and Mrs. H. W. Looker, Mr. and Mrs. Miss B. Layton, Mr. G. T. Lloyd, Mrs. Low, Captain and Mrs. Vaughan Lee.

Mr. and Mrs. Marty, Mr. and Mrs. Mashio, Mr. Moreno, the Hon. Mr. and Mrs. F. H. May, C.M.G., Mr. and Mrs. G. C. Moxon, Mr. and Mrs. Mackay, Mr. and Mrs. G. C. Master, Capt. de Fonseca Monteiro, Miss Mansfield, Colonel and Mrs. Scott Moncrieff.

The Hon. Mr. E. Osborne, Captain Ogle, Colonel Price, Major Phillips, Mr. and Mrs. Pearce, Mr. and Mrs. J. C. Peter, Mr. W. R. M'D. Parr, Miss Pearson, Major and Mrs. Parry.

Major Ross, Mr. and Mrs. A. G. Romano, Mr. and Mrs. A. H. Rennie, Mr. and Mrs. E. A. Ram.

Commodore Stokes, R.N., Colonel and Mrs. Seymour, Lieut. Satterthwaite.

Mr. Sezenlimay, Mr. Swart, Rev. G. Seale, Dr. and Miss Sanders, and Miss Sanders, Dr. and Mrs. F. O. Siedman, Mr. and Mrs. Henry W. Slade, Miss School, Mr. and Mrs. P. M. N. da Silva.

Mr. Teissier, Mr. and Mrs. A. Turner, Mr. and Mrs. H. P. Tooker, the Hon. Mr. A. M. Thomson, the Hon. Captain and Mrs. Basil R. H. Taylor.

Chevalier and Madame Volpicelli, Herr and Frau Voretzsch.

Mr. Amos P. Wilder, His Honour Mr. A. G. Wise (acting Chief Justice), the Hon.

Mr. Wei Yuk, Mr. P. J. Wodehouse, Captain and Mrs. Walt, Mr. White, R.G.A.

LIST OF PRESENTS.

Following is a list of the presents: Sir Frederick and Lady Lugard—Silver tray and tea service. Sir Frederick Lugard (to bride)—A green jade necklace. Dr. and Mrs. Atkinson—Opium stool (large). Capt. Bonham—Four silver sweet dishes. Mr. A. W. Brebner—Pair of silver mounted cloisonné vases. Major-General Broadwood—Set of four sweet dishes. Mr. Brackenbury—A silver cake basket. Mr. and Mrs. J. P. Braga—A silver frame. Mrs. H. Bird—Case of six silver liqueur glasses. Colonel and Mrs. Carter—Silver bridge box. Mr. and Mrs. Chatham—Pair of silver vases and a silver frame. Sir Paul Chater—A complete silver dressing table set. Mr. W. Rees Davies—Silver sugar basin. Mr. and Mrs. Donald—Set of silver salt-cellars. Mrs. d'Esterre—Silver card case. Mr. and Mrs. Fremantle—Set of Shakespeare's works. Mr. and Mrs. Hale—Two brass ornaments. Mr. and Mrs. Hancock—Set of silver salt-cellars. Miss Aileen Hastings—Four mother-of-pearl dishes. Mr. A. Haupt—Silver salver. Mr. and Mrs. Hewett—Silver tea caddy. Dr. Ho Kai—Silver model of ricksha and coolie, fitted as cruet. Dr. and Mrs. Jordan—Silver salver. Mrs. Jorge—Silver cruet set. Mr. and Mrs. Keswick—A piece of old Chinese embroidery. Mr. and Mrs. Layton—Pair of silver vases. Mr. and Mrs. Looker—Silver sweet dish. Capt. and Mrs. Lyons—A silver frame. Lady Superior, French Convent (to Miss Brackenbury) Blouse and lace handkerchief. (To Captain Taylor) a dozen embroidered handkerchiefs. Lady Superior, Italian Convent—A tea jacket. Mr. and Mrs. May—Set of silver cruets. Mr. and Mrs. Mackay—Set of four Chinese coffee tables. Capt. Nugent—Silver tea caddy. Mr. Ogle—Pair of silver vases. Mr. B. Osborne—Chinese silver cruet stand. Mr. and Mrs. Pearce—Tea table cloth. Mr. Parr—Carved ivory box. Major and Mrs. Parry—Silver scent bottle. Mr. and Mrs. Pereira—Carved blackwood card table. Sir Francis Piggott—A book. Mr. and Mrs. Ram—A pair of Japanese watercolours, framed. Mr. and Mrs. Rennie—Five silver branch flower stands and four silver candlesticks. Major Ross—A fan. Mr. and Mrs. A. G. Romano—Pair of silver dessert dishes and spoons. Colonel and Mrs. Seymour—A fan. Commodore Stokes—Pair of silver vases. Dr. Sanders } Carved blackwood table. Miss Sanders } Miss School } Miss Pearson } Mr. and Mrs. Tooker—Opium stool. Captain and Mrs. Basil Taylor—Case of silver carvers and fish knife. Herr and Frau Voretzsch—Two icing bowls. Mr. and Mrs. Volpicelli } Mr. and Mrs. Bribosia } Mr. Teissier } Silver bowl on blackwood stand. Mr. A. P. Wilder } Mr. Swart } Mr. de Sezenlimay } Mr. Moreno } Mr. Droese }

Capt. Vaughan Lee } A handsome Japanese silver cup. Commander Raikes } Mr. Blanchflower } Mr. Wodehouse—A pair of gold bracelets. Mr. Wei Yuk—Silver model of sampans and crew, fitted as cruet. Mr. A. G. Wise—A fan. Capt. Worthington—Pair of Japanese vases.

HONGKONG CRICKET CLUB.

ANNUAL MEETING.

Last Monday evening, the annual meeting of members of the Hongkong Cricket Club was held in the pavilion, Mr. F. Maitland presided, and there were also present Hon. Dr. Atkinson, Messrs. R. Hancock, W. C. D. Turner, and T. O. Gray, members of the committee. Captain H. E. Stanger, Lieut. J. M. C. Taylor, 11th Infantry, Lieut. E. W. Isaacson, R.N., Messrs. A. Mackenzie, E. A. Ram, F. J. Galtthorpe, H. L. Garrett, H. A. Lammert, A. E. Ager, F. Lammert, F. M. Hazeland, E. A. Fowler, W. F. Swan, A. R. Sutherland, C. B. Franklin and R. Pesto.

The Chairman said, "Gentlemen—The report and accounts have been in your hands for a few days and I will take them as read. They are very clear and full, and for your information, the committee have been able to obtain the details of the receipts and expenditures with the previous year have been detailed therein. Your committee regret that they have not been able to redeem any debentures, the chief reason being the large falling off in subscriptions, which show a reduction of \$1,725.50 as compared with 1906/5 season. There is also a serious loss in the Racquet court (\$75.93) and if no support is given to the club, the members in the future, your committee will have to consider whether or not it is worth while to run the courts in connection with the Cricket Club. I hope you will all do what you can to secure new members, and the incoming committee have to economise as much as possible in order that we may be in a position to pay off so many of the debentures before the next accounts are laid before you. It has been suggested that a ball should be played on the 11th of the month, and the committee have accepted our invitation to send a team down in November and we are hoping that the Straits will also send an eleven. I am sure we will all do our best to give them a good time and we trust that our representatives will give them a good beating. Several tennis players have requested that the annual tournament should start before 1st April next. Should the interest in cricket slacken off by early March, possibly a start could be made with the tennis by 15th March, but it must always be kept in mind that cricket comes first. The congratulations of the Club are due to Mr. T. H. Pearce on his batting average of 41.20, and to Mr. T. Sercombe Smith, on his bowling analysis of 10.77. Mr. Smith, our late president, has played regularly on the ground for over 20 years and his recent success with the ball is especially gratifying. In conclusion, I would say that I have heard it remarked by certain persons that much time is taken up by the club nowadays with the result that we are losing our commerce. Surely this is a fallacy, as a certain amount of time spent in healthy exercise should tend to make a man more alert and useful in the office, and I hope that all *tailors* will do their best to facilitate the getting away of their employees more particularly when important cricket matches are in progress. Before moving the adoption of the report and accounts I shall be pleased to answer any questions thereon to the best of my ability.

No questions were asked. The Chairman moved the adoption of the report and accounts as presented.

Mr. Mackenzie seconded and the motion was carried unanimously.

Dr. Atkinson proposed that Mr. Maitland be re-elected president for the coming season. His cricket prowess, he said, was well known to all. For three years he held the best average as batsman, and he also held the highest bowling average, 2.48 per innings. All members knew his business capacities, and he trusted that the new president would be able to assist them out of their present financial difficulties. (Hear, hear.)

Mr. H. A. Lammert seconded the motion, and it was carried.

Mr. Maitland, returning thanks, said he would do all he possibly could for the Club.

The next business was the election of a committee, and while a ballot was being taken the Chairman, who had just received a letter, said he was sorry to say they had not yet heard from the Straits with regard to the inter-club cricket match. Shanghai had sent a letter and asked the Club to fix dates. They would have to wire to the Straits, but he did not anticipate a favourable reply, as he had received a letter from a gentleman from Singapore in which it was stated that they would have great difficulty in getting a team together. He hoped, however, that they would come.

The result of a ballot for the committee was as follows:—Mr. F. Maitland, Hon. Dr. Atkinson, Major H. E. Lewis, Lieut. E. W. Isaacson, Messrs. T. O. Gray, H. Hancock, H. R. Phelps and W. C. D. Turner.

This was all the business and the meeting concluded with a vote of thanks to the Chairman.

"THE LONE HAND."

In whatever respect *The Lone Hand* may have failed to fulfil the desires of its promoters—and the Editorial notes are unnecessarily abject on that head—it has certainly retained its Australian character. Every page is full of news of course, but peculiar to it, but *The Lone Hand* differs in half a dozen respects from the plain paper collection of twaddle tales and impossible marvels which are so frequently passed off on the susceptible reader as "interesting and instructive." It is not to be supposed that *The Lone Hand* is free from blemishes—far from it. For instance, in the September number which has just arrived there is a London sketch entitled "A Dinner of Hops," which is scarcely up to the standard. But the magazine is redeemed by an exquisitely humorous contribution by Mr. Edward Dyson, "Two Battles and a Bear." Just as one instinctively turns first of all to W. W. Jacobs' stories in the *Strand*, so the reader of *The Lone Hand* will hunt for Dyson's yarns. Jacobs with his garrulous night watchman and Dyson with his slobbering bear and his ridiculous attendants are enough to set a parish of Covenanters a-chuckling. There is an article on "Jag-bonding in Asia" by Mr. Vincent, which, of course, appeals to Hongkong readers. But it is on the whole disappointing; possibly it is only the prelude to a series. We start hopefully to hear about Timor, when without a word of warning we are switched on to a tale about a "Jag" in Singapore—the writer knows his Singapore all right—and finally get a few inept impressions of Timor's military force. The illustrations are by far the best feature of the article. There is a scathing criticism of Melbourne's advertising, and the concluding "For the public good," notwithstanding the comparative youth of Dyson's slurs are notorious the world over, and a very fair idea of what they are like is given by J. D. Fitzgerald, although he drags in the adjective "picturesque" a trifle too often, while the artist Mr. L. Lindsay seeks to idealise his subject. *The Lone Hand* for September is decidedly readable and quite on a par with its predecessors. There is a military section in columns among the advertisements, we can only trust that the tales portrayed are not to be considered typical of Australian beauty.

ROYAL HONGKONG YACHT CLUB.

MEETING OF MEMBERS.

There was a large attendance of members of the Royal Hongkong Yacht Club last Monday afternoon in the City Hall when the Club held its third annual meeting, which was presided over by the Hon. Mr. F. M. May.

The Chairman said they would notice in the report a suggestion that the best thanks of the Club be given to Mr. Percy Smith for his services as secretary and treasurer, and for the donation of a cup. He thought the Club was very grateful to Mr. Smith for the work he had done for them, and they appreciated his generous gift of that handsome cup which would be a source of envy to all of them until it was won by one of them. (Applause.) The general committee also suggested that the Club's appreciation of the services of Mr. Crickbancroft as captain and specially in designing the construction of the new boats, be recorded. They looked to the acquisition of those new boats to revive interest in rowing. The first of the north-east monsoon had been piping through the Lyceum Pass that morning, bringing hope to the hearts of yachtsmen and renewing courage in all of them. And it would require all the encouragement the nor-easter could give them to put the Club on a really sound basis. He was sorry to say that their membership had dwindled down to 208. Just before the amalgamation the Yacht Club had 72 members and the Boat Club had somewhat in the neighbourhood of 300. That was a big loss to the Club. He believed the increased subscription was frightening away some of them, but he felt confident that when their new club house, which was rearing its stately head at North Point, was completed, it would prove a great attraction to yachtsmen and rowers, and they might hope to see the Club in a thoroughly satisfactory state as regarded membership. He hoped one and all of them, whether yachtsmen or rowers, would do their best to induce others to join. They ought to put their shoulder to the wheel and get all the young men who came out to the Colony to take an interest in what was really one of Great Britain's premier sports. They hoped to have the new clubhouse open some time in the beginning of the year.

The Hon. Mr. May was re-elected commander; Commodore Stokes, R.N., Hon. Mr. Kerwick, Hon. Mr. Pollock, Messrs. H. W. Bird, H. P. Tooker, and H. J. Walker were appointed members of the Yacht Committee; and Messrs. F. A. Biden, H. Broke, F. W. Carpenter, F. W. Warre, C. H. Blason and Buhlinger were elected to the Rowing Committee. The Chairman commented in terms of pleasure at the inclusion of a German in the committee, as the men of that nationality took a great interest in sports. Messrs. Blason and Smith were appointed auditors.

A vote of thanks was accorded to Mr. Franklin, who had undertaken the duties of secretary for his services to the Club.

The Chairman alluded to the regatta and explained that Sir Matthew Nathan had presented a cup for rowing, to form the nucleus of the Hongkong Regatta. Only one regatta had been held, and the typhoon by destroy all the boats had made it impossible to hold another since. All the original members of the committee remained, and on the suggestion of Mr. Warre he had approached His Excellency with a view to his becoming a patron for the regatta. The Governor had agreed to do so and had suggested that a committee elected by the V.R.C. and the Yacht Club should be elected to manage the regatta. If members approved of the suggestion, the general committee would elect three of its members to act with three from the V.R.C.

Approved.

A vote of thanks to the Chairman concluded the proceedings.

OPIUM SHOPS IN CHINA.

On the 23rd ult., the Bishop of South-west asked the Under-Secretary of Foreign Affairs whether he could give any information as to the attitude of the Chinese Government with regard to opium shops in the foreign quarters of towns in other parts of which these shops had been closed by the Chinese Government; and whether he would make any statement as to the instructions to be given to the British representative at the approaching international conference on the matter.

Lord Fitzmaurice: His Majesty's Minister at Peking has been instructed that it is desirable that the municipal councils of all British concessions and settlements in China should be moved to close any opium shops or dens that may exist in them, subject to the proviso that effective measures have been previously taken by the Chinese authorities to close establishments of this nature outside the concessions. We have not yet heard that China has given any formal assent to the proposal of the United States Government for inquiry by a conference or commission of the Powers chiefly interested, though we have expressed our readiness to take part in it. No British representative has in consequence yet been appointed and the question of what instructions should be given to him has not yet been considered. His Majesty's Government are in entire sympathy with the wish of the Chinese Government to diminish as much as possible the consumption of opium in China, and in order to give practical effect to this sympathy, they have, after consulting the Government of India, informed the Chinese Government that:—(1) they accept in principle the proposal of the Customs and Excise duty on foreign opium as will make its taxation in China equivalent to the taxation actually levied on native opium, differences in relative value and quality being taken into consideration. Steps have been taken to reduce the area under poppy in Bengal, which in the five years preceding 1906-1907 averaged 615,000 acres, and in 1907-1908 is not to exceed 562,000 acres. In 1907 the number of chests of Bengal opium for sale was originally 4,400 a month. This has now been reduced to 4,200 a month, while for 1908 it has been fixed at 3,900 a month. Further reductions will be made in succeeding years if the proposed arrangement with the Chinese Government becomes operative.

H. F. SHANG CH'ING-CHENG, Provincial Treasurer of Fukien, and one of the five "ravelling Commissioners" in 1906, has memorialized the Throne strongly urging the necessity of allowing full liberty to the Press to criticize and discuss public affairs, so that those in power may know the feelings and opinions of the masses. This is one of the foundations of national strength, and it will be useless to introduce methods of further muzzling the Press.

THE GYMKHANA.

The programme of the fifth meeting to be held at the Happy Valley, on Saturday, 5th inst. (weather permitting), is as follows:—
Patrons:—His Excellency Sir Frederick Lugard, K.C.M.G., C.B., D.S.O.; His Excellency Vice-Admiral Sir Arthur W. Moore, K.C.B., K.C.V.O., C.M.G.; His Excellency Maj.-Genl. R. G. Broadwood, C.B.; Commodore R. H. S. Stokes, R.N.

Committee:—The Stewards of the Hongkong Jockey Club (ex officio), The Hon. Mr. F. H. May, C.M.G.; Major Parker, Messrs. C. H. Ross, H. P. White, G. K. Hall Brutton, D. Macdonald, and Captain Thompson.

Judges:—Mr. C. J. Ross, Major Parker.

Clarks of Scales:—Mr. H. P. White.

Starter:—Mr. J. Patterson.

Time Keeper:—T. S. Forrest.

Hon. Sec. and Treasurer:—Mr. R. F. C. Master.

1.—3.00 P.M.—GYMKHANA CLUB CHALLENGE CUP.—Distance one mile. For all China ponies. Catch weights at 10.6 lb. Winners of an open race or open griffin race 5 lb. extra. Non-winning subscription: griffins allowed 5 lb. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. To be won by the pony carrying most marks in the race, 1 lb. for the cup, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lb. extra for each win in subsequent starts for the cup, but in the event of a pony carrying the penalty not winning, 2 lb. to be deducted next time he starts. Penalties accumulative up to 15 lb. Entrance fee of \$5 to go in the purchase of a ticket. Weight for inches as scale. Subscription griffin 19.07 allowed 7 lb. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 1 lb. Entrance fee \$5. 1st prize: A cup presented, and prize: \$15. (Entrance fees to go to winner.)

Mr. Brutton's Kingston, 155 lb.

Mr. H. B. L. Dowbiggin's No Wanchee, 145 lb.

Mr. E. A. Hankey's Off Chance, 148 lb.

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THE SHANGHAI "SHARE" CASE.

BENJAMIN AND POTTS V. GORDIUS NEILSEN. On the 24th ult., at Shanghai, before Mr. T. Raaschou, Danish consul, acting judicially, the case again came on for hearing.

Mr. L. R. P. Jones appeared for the plaintiffs. Mr. N. C. Home represented the defendant.

Mr. Home filed the following additional particulars of defence:

1.—The defendant denies the several allegations contained in the particular filed herein by the plaintiffs and dated the 14th day of September, 1907. The defendant while admitting that the several copies of documents filed with the said particulars are true copies of certain documents in the possession of the plaintiffs, does not admit that such documents are authentic and does not admit the authenticity of the several signatures to such documents other than those of the defendant or that such documents furnish an accurate or complete record of the transactions with which they purport to be connected. The defendant further says that certain of the documents are concerned with share transactions in no way connected with or arising out of the share transactions between the defendant and the plaintiffs.

2.—The defendant says the firm of Benjamin, Kelly & Potts (of Hongkong) is or was the same firm as the firm of Benjamin & Potts (of Shanghai) and that the plaintiffs in making sales of shares to Benjamin, Kelly & Potts (of Hongkong) were selling to themselves and were acting as jobbers in the said shares and not as brokers.

3.—The defendant says that the China Commercial Company is or was a firm in which the plaintiffs were financially interested. The said China Commercial Company was created or employed as a dummy for the purpose of carrying through fictitious share transactions, and in fact the share transactions of the plaintiffs with the said company were transactions in which the plaintiffs were selling to themselves and were acting as jobbers in the said shares and not as brokers.

His Honour asked if defendant denied all the allegations filed by the plaintiffs.

Mr. Home replied that it was merely a formal denial.

His Honour remarked that there were several allegations in the additional particulars of the defence which ought to be more definite.

Mr. Jones asked if the defence alleged that the signatures attached to the documents produced by the plaintiffs were false.

Mr. Home replied that defendant did not deny the signatures of either the plaintiffs or defendant, but he denied the signature of Mr. Van Neirp (on behalf of Messrs. Benjamin, Kelly & Potts), Mr. Allison and E. Lennox Simpson.

Mr. Jones said Mr. Van Neirp and Mr. Lennox Simpson had left Shanghai.

Mr. Home undertook to file a more detailed statement of his defence.

Mr. Jones produced plaintiff's book for examination.

It was arranged that the books should be examined this week.

Mr. Home applied for an adjournment to enable him to file additional particulars of defence.

The case was adjourned until October 4 at 2 p.m.

THE PORTUGUESE CONSUL.

"AT HOME."

To-day (September 28th) being the joint anniversaries of their Most Faithful Majesties King Carlos and Queen Amelia, of Portugal, Consular A. C. Romano, Consul-General for Portugal, and Commander J. L. Leir, Vice-Consul, were "at home" at their residence, "Duarte," Arbutnot Road, from 11 a.m. to 1 p.m., to receive visitors wishing to call in honour of the occasion.

Amongst the callers were Commander Grenfell, representing Commodore Stokes; Captain Bonham, representing General Broadwood; the entire Consular Body, Mr. H. Percy Smith, Bro. Sylvester, Mr. F. Silverstone, Mr. F. H. N. Lo and Mr. Chau Chi King, of the Macao Opinion Firm and other members of the Portuguese community, as well as many foreigners. The guests were entertained very lavishly and the health of their Majesties drunk in bumper. The March do Siring band was present and played a number of selections during the entertainment.

Subsequently congratulatory telegrams were despatched to H.E. the Governor of Macao, and to Conde de Arco, private secretary to the King of Portugal.

CONSTITUTION FOR CHINA.

SPECIAL CONFERENCE WITH EMPRESS DOWAGER.

Writing from Peking on 16th ult., the correspondent of the *N. C. D. News* says:—An official of the Imperial Palace here informs me that, among the six Grand Councilors of State only Prince Ching and H.E. Yano Shih-kai were called up for the special private audience in the Joushou Throne Hall by the Empress Dowager on the morning of the 12th instant. Suddenly while they were consulting upon certain important affairs concerning the internal administration of China, to the utter amazement of the Ministers, Her Majesty burst into tears, declaring that the Chinese Empire was passing through such a dangerous time, with aggression from without and discord within, that she did not know what to do, nor which was the best scheme for the salvation of China. Then Her Majesty said that during the course of the last few months she had received many memorials from high officials in regard to the promised adoption of a constitutional administration for China. 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1. Ice House Road,
1. 1st St. N. E.

SHARE QUOTATIONS

Supplied by Messrs. R. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

STOCKS	NO. OF SHARES	VALUE	PAID UP	POSITION / 5 PER CENT REPORT	AT WORKING ACCOUNT	LAST DIVIDEND	APPROXIMATE RETURN AT CURRENT RATES ON LAST YEARS DIV.	CLOSING QUOTATIONS
BANKS.								
Hongkong & Shanghai Banking Corporation Do. (new)	400,000	\$135	\$135	{ \$1,000,000 \$1,175,150 \$1,175,150	\$1,797,167	{ \$1.15 for 1-year ending 30.6.07 @ ex 3/2 3/16=216.04	8 %	{ \$40 new 1/16 London 2 7/16 ex new 1/16
National Bank of China, Limited	5,000	7	7	{ \$1,771,711 \$1,771,711 \$1,771,711	\$77,393	\$2 (London 3/6) for 1907		
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	750	750	{ \$1,571,363 \$1,571,363 \$1,571,363	\$335,638	\$20 for 1905	7 1/2 %	\$270
North China Insurance Company, Limited	10,000	215	215	{ \$1,100,000 \$1,100,000 \$1,100,000	Tls. 185,189	{ Interim of 7/6 for account 1906 @ 1/16 \$10 11 16 per cent	6 %	Tls. 98 buyers
Shanghai Insurance Society of Canton, Limited	12,400	\$350	\$350	{ \$1,000,000 \$1,000,000 \$1,000,000	\$1,400,400	{ Final of \$12 making \$12 for 1905 and Interim of 13 1906	5 1/2 %	\$260
Anglo-Siam Insurance Association, Limited	8,000	100	100	{ \$1,000,000 \$1,000,000 \$1,000,000	\$261,467	{ 1/2 for year ending 31.12.07	7 %	\$170 buyers
FIRE INSURANCES.								
Shanghai Fire Insurance Company, Limited	10,000	1100	1100	{ \$1,000,000 \$1,000,000 \$1,000,000	\$362,580	{ 1/2 and bonus \$2 for 1905	10 1/2 %	\$600 buyers
Hongkong Fire Insurance Company, Limited	8,000	725	725	{ \$1,000,000 \$1,000,000 \$1,000,000	\$435,236	{ \$40 for 1905	13 1/2 %	\$300 buyers
SHIPPING.								
Shanghai and Manila Steamship Company, Limited	10,000	\$25	\$25	{ \$1,000,000 \$1,000,000 \$1,000,000	\$385	{ \$1 for 1906	6 1/2 %	\$15 buyers
Douglas Steamship Company, Limited	10,000	\$50	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000	Nil	{ \$4 for year ending 1907	10 1/2 %	\$375 ex div.
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$15	\$15	{ \$1,000,000 \$1,000,000 \$1,000,000	\$27,101	{ \$1 for 1907 ending 30.6.07	7 1/2 %	\$100
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. (Deferred)	10,000	5	5	{ \$1,000,000 \$1,000,000 \$1,000,000	\$3,004	{ \$1 for 1906 @ ex 1/16=51.4 per share	5 1/2 %	{ \$21 \$20
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 30	Tls. 30	{ \$1,000,000 \$1,000,000 \$1,000,000	Tls. 13,327	{ Interim of Tls. 14 for account 1907	11 1/2 %	{ Tls. 47 sellers Tls. 44 buyers
Shanghai Tug and Lighter Company, Limited (Preferred)	100,000	1	1	{ \$1,000,000 \$1,000,000 \$1,000,000	\$72,370	{ Interim of 11 (Coupon No. 8 for 1/16 10.7)	10 1/2 %	\$44
"Star" Ferry Company, Limited	10,000	10	10	{ \$1,000,000 \$1,000,000 \$1,000,000	\$137	{ \$1.00 for year ending 30.6.1907	5 %	\$100 buyers
Shanghai Tug and Lighter Company, Limited	10,000	Tls. 50	1	{ \$1,000,000 \$1,000,000 \$1,000,000	\$8,730	{ Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %	Tls. 48 sales
REFINERIES.								
Shanghai Sugar Refining Company, Limited	10,000	100	100	{ \$1,000,000 \$1,000,000 \$1,000,000	\$10,218	{ \$8 for year ending 31.12.06	12 1/2 %	\$90
Luen Sugar Refining Company, Limited	10,000	100	100	{ \$1,000,000 \$1,000,000 \$1,000,000	\$8,935	{ \$4 for 1907 Tls. 8 (8) for year ending 31.12.06	11 1/2 %	\$10
MINING.								
Shanghai Engineering and Mining Company, Ltd.	100,000	1	1	{ \$1,000,000 \$1,000,000 \$1,000,000	\$12,544	{ Interim of 1/6 for a/c year ending 30.6.07	4 %	Tls. 151 sellers
Shanghai Gold Mining Company, Limited	100,000	1	1	{ \$1,000,000 \$1,000,000 \$1,000,000	\$11,358	{ \$1 for 1906		\$81 buyers
DOCKS, WHARVES & GODOWNS.								
Swire (Gen.) & Co., Limited	10,000	15	15	{ \$1,000,000 \$1,000,000 \$1,000,000	\$10,335	{ \$1.75 for year ending 31.12.06	10 1/2 %	\$17
Hongkong & P. & W. Harland & Wolff Co., Ltd.	10,000	10	10	{ \$1,000,000 \$1,000,000 \$1,000,000	\$3,047	{ Interim of 1/2 six months ending June 30th 1907	6 %	\$71
Shanghai and Whampoa Dock Company, Ltd.	10,000	\$50	10	{ \$1,000,000 \$1,000,000 \$1,000,000	\$40,580	{ \$4 for 1st 3 years ending June 30th 1907	8 %	\$100 buyers
Shanghai Dock and Engineering Co., Ltd.	15,700	Tls. 100	100	{ \$1,000,000 \$1,000,000 \$1,000,000	\$10,459	{ Tls. 3 for year ending 12th April 1907	4 %	Tls. 77 sales
Shanghai and Hongkew Wharf Company, Limited	10,000	Tls. 100	100	{ \$1,000,000 \$1,000,000 \$1,000,000	\$23,117	{ Interim of Tls. 8 for account 1907	8 %	Tls. 217 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ \$1,000,000 \$1,000,000 \$1,000,000	Tls. 3,288	{ Tls. 5 for 1st 12 months ending 30.6.07	6 %	Tls. 100
Shanghai Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	{ \$1,000,000 \$1,000,000 \$1,000,000	\$10,908	{ \$2 for year ending 31.12.06	10 1/2 %	\$150 sellers
Central Stores, Limited	50,193	\$15	\$15	{ \$1,000,000 \$1,000,000 \$1,000,000	\$1,175	{ \$1 for 1906	3 %	\$14
Hongkong Hotel Company, Limited	10,000	\$50	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000	\$10,925	{ \$1 for 1st 3 years ending 30.6.07	10 %	\$100
Hongkong Land Investment and Agency Co., Ltd.	10,000	100	100	{ \$1,000,000 \$1,000,000 \$1,000,000	\$10,218	{ Interim of \$31 for half year ending 30.6.07	7 1/2 %	\$100 buyers
Umphreys Estate & Finance Company, Limited	10,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000	\$1,367	{ \$1 for 1906	7 1/2 %	\$10
Kowloon Land and Building Company, Limited	10,000	\$50	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000	\$1,080	{ \$1 for 1906	7 %	\$50
Shanghai Land Investment Company, Limited	78,000	Tls. 0	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000	\$1,078	{ Interim of Tls. 3 for account 1907	7 1/2 %	Tls. 101 buyers
Nest Point Building Company, Limited	1,500	\$50	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000	\$1,510	{ Interim of \$2 for half year ending June 30th	8 1/2 %	\$28
COTTON MILLS.								
Shanghai Cotton Spinning, Weaving and Dyeing Company, Limited	15,000	Tls. 50	Tls. 50	{ \$1,000,000 \$1,000,000 \$1,000,000	Tls. 64,986	{ Tls. 10 for year ending 30.6.07	13 1/2 %	Tls. 67 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	175,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000	\$14,000	{ 50 cents for year ending 30.6.07	4 1/2 %	\$100
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ \$1,000,000 \$1,000,000 \$1,000,000	Tls. 36,221	{ Tls. 6 for year ending 30.6.07 (8 %)	11 1/2 %	Tls. 33
Sau-kung-mow Cotton Spinning & Weaving Co., Ltd.	7,000	Tls. 100	Tls. 100	{ \$1,000,000 \$1,000,000 \$1,000,000	Tls. 11,469	{ Tls. 8 for 1906	8 1/2 %	Tls. 50 sellers
Shanghai Cotton Spinning Company, Limited	10,000	Tls. 100	Tls. 100	{ \$1,000,000 \$1,000,000 \$1,000,000	Tls. 10,357	{ Tls. 50 for 1906	11 1/2 %	Tls. 287 sales
MISCELLANEOUS.								
Shanghai Asbestos Eastern Agency, Limited	1,000	12/6	12/6	{ \$1,000,000 \$1,000,000 \$1,000,000	\$2,299	{ 1/3 per share for 1906	9 %	\$261
Shanghai Asbestos Eastern Agency, Limited	1,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000	\$2,299	{ \$1 for 1905		\$200 sellers
Shanghai Asbestos Eastern Agency, Limited	1,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000	\$2,299	{ \$1 for 1904		\$200 buyers
China Flour Mill Co., Limited	10,000	Tls. 50	Tls. 50	{ \$1,000,000 \$1,000,000 \$1,000,000	Tls. 189	{ Final of Tls. 5 making Tls. 10 for 1905		Tls. 15 sellers
China Light and Power Company, Limited	10,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000	\$12,500	{ 60 cents for year ending 30.6.07	10 %	\$100 buyers
China Light and Power Company, Limited	10,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000	\$12,500	{ 60 cents for year ending 30.6.07	10 %	\$100 buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000	\$12,555	{ \$1 for 1906	9 %	\$10
Dairy Farm Company, Limited	15,000	\$7 1/2	\$6	{ \$1,000,000 \$1,000,000 \$1,000,000	\$12,555	{ \$1 for year ending 31.12.06	7 1/2 %	\$18
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000	\$12,804	{ Interim of 50 cents per share for a/c 1907	9 %	\$15 buyers
Hall & Holtz, Limited	21,000	\$30	\$20	{ \$1,000,000 \$1,000,000 \$1,000,000	\$15,003	{ \$2 for year ending 30.6.07	10 1/2 %	\$20 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000	\$3,953	{ 1 per share for year ending 30.6.07	7 1/2 %	\$14
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$1,000,000 \$1,000,000 \$1,000,000	\$4,361	{ Interim of \$4 for year ending June 30th 1907	8 1/2 %	\$142
Hongkong Rope Manufacturing Company, Ltd.	\$4,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000	\$4,361	{ Interim of 80 cents per share for a/c 1907	8 %	\$15 buyers
Maatschappij tot Exploitatie van Landbouwkultuur in Langkat, Limited	35,000	Ga. 100	Ga. 100	{ \$1,000,000 \$1,000,000 \$1,000,000	Tls. 10,374	{ Third interim of Tls. 7 making Tls. 21	9 %	Tls. 335 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000	\$4,361	{ for a/c 1907	8 1/2 %	\$15 buyers
Peak Tramways Company (new)	25,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000	\$4,361	{ for a/c 1907	8 1/2 %	\$15 buyers
Philippine Company, Limited	27,100	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000	\$4,361	{ for a/c 1907	8 1/2 %	\$15 buyers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ \$1,000,000 \$1,000,000 \$1,000,000	Tls. 7,990	{ None		\$3 buyers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ \$1,000,000 \$1,000,000 \$1,000,000	Tls. 9,751	{ Interim of Tls. 31 for account 1907	7 1/2 %	Tls. 105 sales
Shanghai Pulp and Paper Company, Limited	4,300	Tls. 100	Tls. 100	{ \$1,000,000 \$1,000,000 \$1,000,000	Tls. 3,354	{ Tls. 4 for 1905		Tls. 33
Shanghai Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ \$1,000,000 \$1,000,000 \$1,000,000	Tls. 7,843	{ Final of Tls. 5 and Tls. 10 for 1906		Tls. 67 sales
Shanghai Waterworks Company, Limited	\$1,175	\$20	\$20	{ \$1,000,000 \$1,000,000 \$1,000,000	Tls. 3,354	{ Interim of Tls. 5 for a/c 1907	8 1/2 %	Tls. 120 buyers
Shanghai Waterworks Company, Limited	\$1,175	\$20	\$20	{ \$1,000,000 \$1,000,000 \$1,000,000	Tls. 3,354	{ Interim of 15 for account 1907	7 %	Tls. 120 buyers
Shanghai Waterworks Company, Limited	\$1,175	\$20	\$20	{ \$1,000,000 \$1,000,000 \$1,000,000	Tls. 3,354	{ Interim of 15 for account 1907	7 %	Tls. 120 buyers
Shanghai Waterworks Company, Limited	\$1,175	\$20	\$20	{ \$1,000,000 \$1,000,000 \$1,000,000	Tls. 3,354	{ Interim of 15 for account 1907	7 %	Tls. 120 buyers
Shanghai Waterworks Company, Limited	\$1,175	\$20	\$20	{ \$1,000,000 \$1,000,000 \$1,000,000	Tls. 3,354	{ Interim of 15 for account 1907	7 %	Tls. 120 buyers
Shanghai Waterworks Company, Limited	\$1,175	\$20	\$20	{ \$1,000,000 \$1,000,000 \$1,000,000	Tls. 3,354	{ Interim of 15 for account 1907	7 %	Tls. 120 buyers
Shanghai Waterworks Company, Limited	\$1,175	\$20	\$20	{ \$1,000,000 \$1,000,000 \$1,000,000	Tls. 3,354	{ Interim of 15 for account 1907	7 %	Tls. 120 buyers
Shanghai Waterworks Company, Limited	\$1,175	\$20	\$20	{ \$1,000,000 \$1,000,000 \$1,000,000	Tls. 3,354	{ Interim of 15 for account 1907	7 %	Tls. 120 buyers
Shanghai Waterworks Company, Limited	\$1,175	\$20	\$20	{ \$1,000,000 \$1,000,000 \$1,000,000	Tls. 3,354	{ Interim of 15 for account 1907	7 %	Tls. 120 buyers
Shanghai Waterworks Company, Limited	\$1,175	\$20	\$20	{ \$1,000,000 \$1,000,000 \$1,000,000	Tls. 3,354	{ Interim of 15 for account 1907	7 %	Tls. 120 buyers
Shanghai Waterworks Company, Limited	\$1,175	\$20	\$20	{ \$1,000,000 \$1,000,000 \$1,000,000	Tls. 3,354	{ Interim of 15 for account 1907	7 %	Tls. 120 buyers
Shanghai Waterworks Company, Limited	\$1,175	\$20	\$20	{ \$1,000,000 \$1,000,000 \$1,000,000	Tls. 3,354	{ Interim of 15 for account 1907	7 %	Tls. 120 buyers
Shanghai Waterworks Company, Limited	\$1,175	\$20	\$20	{ \$1,000,000 \$1,000,000 \$1,000,000	Tls. 3,354	{ Interim of 15 for account 1907	7 %	Tls. 120 buyers
Shanghai Waterworks Company, Limited	\$1,175	\$20	\$20	{ \$1,000,000 \$1,000,000 \$1,000,000	Tls. 3,354	{ Interim of 15 for account 1907	7 %	Tls. 120 buyers
Shanghai Waterworks Company, Limited	\$1,175	\$20	\$20	{ \$1,000,000 \$1,000,000 \$1,000,000	Tls. 3,354	{ Interim of 15 for account 1907	7 %	Tls. 120 buyers
Shanghai Waterworks Company, Limited	\$1,175	\$20	\$20	{ \$1,000,000 \$1,000,000 \$1,000,000	Tls. 3,354	{ Interim of 15 for account 1907	7 %	Tls. 120 buyers
Shanghai Waterworks Company, Limited	\$1,175	\$20	\$20	{ \$1,000,000 \$1,000,000 \$1,000,000	Tls. 3,354	{ Interim of 15 for account 1907	7 %	Tls. 120 buyers
Shanghai Waterworks Company, Limited	\$1,175	\$20	\$20	{ \$1,000,000 \$1,000,000 \$1,000,000	Tls. 3,354	{ Interim of 15 for account 1907	7 %	Tls. 120 buyers
Shanghai Waterworks Company, Limited	\$1,175	\$20	\$20	{ \$1,000,000 \$1,000,000 \$1,000,000	Tls. 3,354	{ Interim of 15 for account 1907	7 %	Tls. 120 buyers
Shanghai Waterworks Company, Limited	\$1,175	\$20	\$20	{ \$1,000,000 \$1,000,000 \$1,000,000	Tls. 3,354	{ Interim of 15 for account 1907	7 %	Tls. 120 buyers
Shanghai Waterworks Company, Limited	\$1,175	\$20	\$20	{ \$1,000,000 \$1,000,000 \$1,000,000	Tls. 3,354	{ Interim of 15 for account 1907	7 %	Tls. 120 buyers
Shanghai Waterworks Company, Limited	\$1,175	\$20	\$20	{ \$1,000,000 \$1,000,000 \$1,000,000	Tls. 3,354	{ Interim of 15 for account 1907	7 %	Tls. 120 buyers
Shanghai Waterworks Company, Limited	\$1,175	\$20	\$20	{ \$1,000,000 \$1,000,000 \$1,000,000	Tls. 3,354	{ Interim of 15 for account 1907	7 %	Tls. 120 buyers
Shanghai Waterworks Company, Limited	\$1,175	\$						

Intimations.

WM. POWELL, LTD., ALEXANDRA BUILDINGS.

Children's Outfitting Dept.

DAINTY STYLES IN CHILDREN'S MILLINERY.

BOYS' COATS and TUNICS.

INFANTS' CLOAKS and PELISSES.

WM. POWELL, LTD., HONGKONG.

Hongkong, 31st September, 1907.

Public Companies.

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, will be held at Messrs. Jardine, Matheson & Co.'s Office, King's Building, Cross Street, Hongkong, on WEDNESDAY, the 9th October, 1907, at 12.30 P.M., when the subjoined resolutions which were passed at the Extraordinary General Meeting of the Company held on the 16th day of September, 1907, will be submitted for confirmation as special resolutions—

- 1.—That the capital of the Company be increased from \$2,000,000 to \$3,000,000 by the creation of 20,000 new shares of \$50 each.
- 2.—That such new shares be issued at par and be offered to those persons who are registered as shareholders of the Company on 1st December, 1907, in the proportion of one new share for every complete two shares held by them on 1st December, 1907.
- 3.—That the amount due for the new shares be called up on 31st December, 1907.

Dated the 19th September, 1907.

By Order of the Board,
EDWARD OSBORNE,
Secretary.

8881

THE DAIRY FARM CO., LD.

NOTICE TO SHAREHOLDERS.

THE ELEVENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above Company will be held at the Company's town Office, 2, Lower Albert Road, Hongkong, on MONDAY, the 14th October, at 12.30 P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from 19th September to the 14th October, 1907, both days inclusive.

By Order,

M. MANUK,
Acting Secretary.
Hongkong, 16th September, 1907. [167]

SCOTTISH MASONIC QUADRILLE ASSOCIATION.

THE above DANCES will commence on November 4th, 1907. All Masons are invited to subscribe and all intending subscribers should communicate with the undersigned as early as possible with reference to the invitations, &c.

(Signed) **J. J. BLAKE,**
Secretary.

Hongkong, 1st October, 1907. [878]

Notice of Firm

NOTICE.

HAVING RESIGNED my appointment as COMPTROLLER of the "SOUTH CHINA MORNING POST," LD., of Hongkong, my journalistic duties in connection with that paper have CEASED.

TSE TSAN TAI.

Hongkong, 3rd October, 1907. [892]

Intimations.

A. CHAZALON & CO.,

6, Queen's Road Central,
WINE, SPIRIT AND COAL MERCHANTS AND GENERAL STOREKEEPERS.

Just Unpacked.

BARCLAY PERKIN'S STOUT
in pints and Baby bottles.

FRENCH SYRUPS

GRENADINE, GROSEILLE, &c.

VICHY, PERRIER, ROCHEMAURE

AND
Other FRENCH MINERAL WATERS

ALSO
Large Assortment of CANNED GOODS
suitable for Pic-nic.
Hongkong, 15th May, 1907. [140]

SWATOW DRAWN WORK COMPANY,

38, WELLINGTON STREET.

Dealers in all kind of
HAND-MADE DRAWN CHINESE
LINEN, GRASS CLOTH, &c.,
all of the best quality;

ALSO
SWATOW BEST PEWTER-WARE.

CANTON EMBROIDERY and CHINESE
LACES,

all from the best French patterns.

HONGKONG AND SWATOW.

Hongkong, 13th September, 1907. [828]

THE HONGKONG STUDIO

HIGHER CLASS PHOTOGRAPHER,
41 & 43 QUEEN'S ROAD CENTRAL,
TOP FLOOR.

Portraits, Groups and ENLARGING and COPYING in all sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE

Hongkong, 17th September, 1907. [13]

RAVE GOLD MINE.

The General Managers report for the four weeks ending 7th September states that the Mine Measurements, and assay results of prospecting work shows a total of 440 feet for the period (1 week) under review, made up of 174 feet sinking, 17 feet raising, 109 feet driving and 97 feet cross cutting, as against a total of 57 feet for the previous four weeks.

MINES.

Bukit Komar.—The main shaft has been sunk 13 feet making a total depth of 106 feet below the 440 feet level, at 100 feet or 540 feet below surface, a cross cut has been started to the east and taken 4 feet. The sinking of the shaft is being continued to provide space for ore shoots.

440 ft. Level Drive South. This end has been driven 15 feet bringing the total to 297 feet. The lode 54 in. wide assays about 25 dwt.

440 ft. Level North Drive South on footwall Portion. To this has been added 14 feet making a total of 55 feet. The lode 52 in. wide gives a value of 44 dwt.

From the Winze the drive has been taken from 29 to 43 feet, exposing a lode 47 in. wide worth 24 dwt.

340 ft. Level North Drive on Hanging Wall Branch. This has been driven 8 feet, making a total of 141 feet. The lode 60 in. wide is worth 5 dwt.

340 ft. Level North Winze on Hanging Wall Branch. This has been deepened 14 feet making the total depth 28 feet. The lode 36 in. wide assays 1 dwt.

Cross cutting for slope filling. 1.5 feet.

Stopes. The following have been in operation. Above the 440 feet level: 2 stopes. Lode 87 in wide worth 44 dwt. Above the 340 feet level: 2 stopes. Lode 80 in wide worth 14 dwt.

Above the 240 feet level, 2 stopes. Lode 75 in. wide worth 5 dwt.

STOPES.

160 feet Level Drive South. This has been extended 17 feet making a total of 440 feet. The lode 50 in. wide is worth 13 dwt. per ton, 160 feet Level Drive South Rise. This has been taken from 30 feet to 27 feet. The lode 47 in. wide is worth 18 dwt.

160 feet Level Drive North. To this has been added 23 feet bringing the total distance to 168 feet. At this point a bunch of quartz about 8 in. wide has been struck, which in value is equal to the drive opposite. It is now hoped that we are on the extension of the lode north.

No. 3 Winze from surface. This has been sunk 12 feet making the total depth 160 feet. It is expected to connect this with the rise from the 160 feet level early in the coming month.

Cross cutting for slope filling. 52 feet. Stopes. Above 160 feet level: 1 stoper, lode 72 in. wide worth 14 dwt. Above the 60 feet level: 1 stoper, lode 47 in wide worth 13 dwt.

B. MALACCA.

Cross cut for Winze in Malacca Hill. This has been advanced 55 feet making a total of 15 feet, a bunch of quartz has been passed through about 48 in. wide, but low grade.

No. 1 Shaft, Winze below No. 1 Level. This has been continued from the drive in stope to the No. 2 level, making a total depth of 45 feet. The lode exposed is 42 in wide and worth 10 dwt.

Drive in stope below No. 1 Level. Here 18 feet has been driven making a total of 57 feet. The lode 38 in. wide is worth 14 dwt.

General.—The earthwork cutting in place of the tunnel over the flume has been completed.

From the Wilfley Tables 13 tons 14 cwt. of concentrates have been won worth 2 oz. 7 dwt per ton, during the month.

MILL RETURNS.

KOMAN.

Stamps Working 40.

Period of work—28 days; less 1.6 days for clean up and repairs.

Tons Crushed, Koman 2,334

Stamps 271

Tons 3,308

Amalgam Collected 2,519 oz. producing

Retorted Gold 927

Smelted 889.55 oz.

Average yield per ton 5.54 dwt.

Value of tailings 1.23

B. MALACCA.

No. 1 Mill ran 24 days, crushing 1,909 tons.

" " " 24 " " surface ore and 362 tons mill ore.

Amalgam collected 465 oz. producing

Retorted Gold 162

Smelted 159

Average yield per ton 1.46 dwt.

Total tons crushed 5,370

" Amalgam 3,084 oz.

" Smelted gold 1,048.55

Average Fineness 945.08

Average yield per ton 3.29 dwt.

W. H. MARTIN,
General Manager.

Intimations.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,
Manager.

Hongkong, 22nd June, 1905. [136]

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses and all kinds of Embroidery, Materials can be supplied, if required.

The Superiress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 2nd April, 1905.

Intimations.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark—

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

It is a MELISSA and MINT cordial which surpasses all others by its purity and rapid preparation. To be taken on a lump of sugar.

COMPAGNIE du VIN SAINT-RAPHAEL, Valbonne (Drôme-France).

CALBECK, MACGREGOR & Co., Hongkong.

EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
3, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Refractive Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,
11, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road.

Hongkong, 27th November, 1905.

LOST.
OFF KAUN CHAU.
ONE WHITEHEAD TORPEDO.

APPROXIMATE position marked by RED BUOY and RED FLAG bearing of which is—
East Point of Kau-I-Chau—S. 18° W. distant 2,400 yards.
Green Island Light—S. 54° E. distant 3,900 yards.

A REWARD OF FIFTY DOLLARS will be paid for its recovery.

Apply to—**H.M.S. "TAMAR."**

Hongkong, 1st October, 1907. [187]

COLONIAL SECRETARY'S DEPARTMENT.

It is hereby notified that information has been received from the Military Authorities that FIELD FIRING will be carried out on the 4th, 10th and 12th instant, between the hours of 8 A.M. and 1 P.M. each day, on the Southern slopes of Beacon Hill, in a North-Westerly direction.

F. H. MAY,
Colonial Secretary.

Hongkong, 1st October, 1907. [188]

HONGKONG GYMKHANA CLUB.

THE FIFTH and LAST MEETING of the Season will be held at the Happy Valley, TO-MORROW, 5th October, 1907, commencing at 3 P.M.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform half price.

The Committee invite the Ladies of Hongkong to be present.

Post Entries will be accepted for Events Nos. 3 and 5.

REGINALD F. C. MASTER,
Hon. Sec. and Treasurer.

Hongkong, 4th October, 1907. [189]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,000,000.)

Underwrites and Executes

THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS,

ATTORNEY, &c., &c.,

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 22nd May, 1907. [195]

A SPECIAL SALE
will be held at
THE ITALIAN CONVENT
on behalf of the
POOR ORPHANS;
on the 10th, 11th, 12th instant at 2.30 P.M.

Of Ladies' and Children's Underclothing, Dresses and other useful and Embroidered Articles, suitable for Birthday Presents, &c.

The Superiress hopes to receive and merit a large share of the public patronage.

ITALIAN CONVENT,
25, CAINE ROAD.

Hongkong, 3rd October, 1907. [196]

Consignees.

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOI.

THE Steamship

"GREGORY APCAR"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 3rd October, 1907. [180]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "ST. GEORGE"

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,
Agents.

Hongkong, 3rd October, 1907. [181]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELHI"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. Mooltan,
From Calcutta, ex S.S. Sumatra,
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 9th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT,
Superintendent.

Hongkong, 3rd October, 1907. [197]

Consignees.

S.S. "YARRA"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex S.S. YARRA and Cherbourg, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 7th October, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 7th October, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 7th October, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 30th September, 1907. [198]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"POONA"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods

Telegrams.

[Rebulet.]

The Japanese in British Columbia.

London, and October.

The Dominion Government has decided to pay the Japanese claims, and \$5,000 compensation for which the Vancouver Municipality is held liable.

Mr. Keir Hardie in India.

Mr. Keir Hardie who is at present touring in Bengal, investigating the unrest, is reported to have said that the conditions of India are worse than Russia, and more horrible than the Armenian atrocities, and to have declared that India must be self-governing like Canada.

The English press strongly condemns Mr. Hardie's tour as most mischievous.

COWARDLY ASSAULT AT WANCHAI.

F. REIGNERS' ATTACK A SCHOOL BOY.

A most cowardly, not to say unwarranted, assault was made at Wanchai yesterday on a fifteen-year-old school-boy, by name Chin Kam Sing, by two foreigners giving the names of Bonifacio Arligui and Lino Cardoso, both residing at 195, Queen's Road East.

From particulars to hand we gather that shortly after noon yesterday a number of scholars of the Wanchai Government School were on their way home for tiffin. As is natural with school boys all over the world they were jostling with each other in the street and chatting loudly. Passing the Wanchai Market they met Arligui, who was riding in a ricksha in the opposite direction. No sooner was his vehicle about to pass the boys he called out upon the puller to stop and springing out of the ricksha, attacked Chan Kim Sing viciously, punching him about the face, causing his mouth to swell. Cardoso joined Arligui at this juncture and administered a few kicks on his friend's behalf. The headmaster of the school—Mr. Yeung Hee—was called to the scene, and the foreigners were arrested. Such was the story related to Mr. Melbourne, at the Police Court, this morning, by a number of scholars when the foreigners were charged with assault.

"What did the complainant say to the accused to bring about this assault?" his Worship asked one of the witnesses.

"Nothing," was the answer. "We were going along the road speaking to Chan Kam Sing. He was wearing a new pair of European shoes and we were telling him how good those shoes were for football and asking him to come and have a game on Sunday."

Didn't you see the first accused—Arligui—holding a pair of new shoes in his hand?—We never saw him until he approached us.

Arligui, in his defence, said that the complainant and his friends called him a very bad name. He was on his way home, carrying a pair of ladies' shoes in his hand. When he was about to pass the boys he heard something said about new shoes, and he "thought" they were addressing him. Cardoso had nothing to say.

His Worship found both defendants guilty and fined them \$2 each.

FOURTEEN-YEAR-OLD GIRL A SUICIDE.

HANGS HERSELF TO A DOOR.

Seldom have we heard of children committing suicide in Hongkong, but that is what happened in the Central district late last night or early this morning.

A young servant girl, about fourteen years of age, named Chan Ping, employed by a family at 26, Lee Yuen Street East was found early this morning hanging to the end of a piece of rope in the kitchen. The child's body was discovered by one of the inmates of the house, who went into the kitchen to prepare the morning's meal. When the body was found it was hanging to a short piece of rope which had been looped over the hinge of a door and knotted securely beneath her chin. Evidently the girl had stood upon a bimbo stool, when she adjusted the knot and then kicked the support from under her. Her toes were but a few inches above the floor. Apparently when the rope began to tighten she, repented her deed for, we are given to understand, that her right wrist was woven in the rope above her neck and her fingers grasped the strands. Her wrist, it was stated, was cut by the weight of her body, and there were abrasions on her neck where the rope had cut into the skin.

The body was cut down and removed to the morgue, where a doctor certified that death was due to strangulation. It was impossible to-day to ascertain the cause of a girl so tender years, as the deceased, taking her life, and it will be interesting to learn the details which drove her to such desperation.

SHIPPING AND MAILS.

MAILS DUE.

German (Roos) 8th inst.
Italian (Rookang) 11th inst.
Indian (Kumang) 15th inst.

The Mogul Line s.s. *Sikh* sailed from Keelung on 9th inst., and is due here on 5th inst., at daylight.

The O. & O. S.S. Co.'s s.s. *Perita* sailed from Shanghai, and is due to arrive at this port on 5th inst., at 9 a.m.

The N. Y. K. s.s. *Kaga Maru*, American Line, left Shanghai for this port on 3rd inst., and is expected here on 6th inst., at 4 p.m.

The I. C. S. N. Co.'s s.s. *Kumang* left Calcutta for this port via the Straits on 30th ult., and may be expected here on or about 11th inst.

HONGKONG'S BUDGET.

FULL DISCUSSION IN COUNCIL.

UNOFFICIAL CRITICISMS.

MESSRS. HEWETT AND OSBORNE ON THE WAR-PATH.

CHINESE MEMBERS MUTE.

As briefly reported in last evening's issue the Colonial Secretary moved, at the meeting of the Legislative Council, the second reading of the Bill entitled An Ordinance to apply a sum not exceeding \$4,991,933 to the public service for the year 1908.

The Attorney-General seconded.

Of the unofficial members only the representative for the Chamber of Commerce (Mr. E. A. Hewett) and Mr. E. O. Osborne (Governor's nominee) addressed the Council on the Estimates for 1908. The remarks are appended.

MR. HEWETT'S SPEECH.

The Hon. Mr. Hewett—Your Excellency, the Estimates have now been before the unofficial members of the Legislative Council, and having had the advantage of hearing the remarks that Your Excellency made a fortnight ago, the unofficial members have since discussed these estimates, and I have been requested to reply for them, though some of the others will have remarks of their own to make. In the first place I think we may sincerely congratulate Your Excellency on the very satisfactory financial condition of the Colony as set forth in the Estimates now before us. Of course, as we are aware, and Your Excellency has pointed out, a very considerable proportion of our revenue is of a precarious nature, more particularly that portion derived from land sales and from the opium monopoly. At the present moment it is unquestionable that trade and business in general are very much depressed. If we required any proof of that statement it is found in the fact that a first class stock is much depressed and the assessment of property in the city of Victoria is some four per cent. below what it was last year. It is very evident that that increasing expenditure and still further reductions in the revenue to which Your Excellency has referred this year and to which your predecessor referred last year may continue and that the whole of the finances of this Colony will have to be reconsidered. There is therefore one point to which I particularly wish to draw attention. I refer to the question of the military contribution. This was a very old and burning question, as long ago as the sixties, when one of my predecessors in this Colony first resisted the imposition of the military contribution by the Home Government upon this Colony, and later the same gentleman has spoken against it in the House of Commons. Since then it has been repeatedly discussed and unofficial members have repeatedly complained of the excessive amount which we are called upon to pay by means of the presence of a garrison adds to our prosperity, but the garrison is not maintained for our purposes but for Imperial needs and not entirely for the benefit of the Colony. We do not consider that because we happen to be a Crown Colony we should be called upon to contribute one-fifth of our total revenue for military contribution, especially when we see self-governing colonies infinitely wealthier than ourselves only paying a very trifling amount or nothing at all towards a military charge. With all due respect to the power which has levied this exaction upon the Colony I cannot but compare it to the nature of the stand-and-deliver demand from the highwayman who suddenly appears before us, puts a pistol at our head, and says "pay twenty cents in the dollar" while we have to see what consolation we may find in the thought that we have still 80 cents left for our own needs. The question of the military contribution is one which deserves consideration at an early date. I for one think and have always maintained that it is correct that the Colony should contribute something towards the Imperial troops, but for a small colony the sum of \$1,200,000, as is the amount of our contribution this year, is excessive. There is one charge which falls under the head of military contribution, with which I am entirely in accord. That is the vote of 46,000 towards the V.I. interests. I will not repeat what I have already said on this subject. It is very pleasing to learn that recruiting is going on satisfactorily, but it is discouraging to find that the Government proposes to found an infantry company so few of the younger members of this community come forward. I feel very strongly on the subject of the Volunteers from my past experience. I can only trust that the younger members of the Colony will come forward, knowing that the Government is straining every nerve to improve the status of Volunteers, and enlist as they should. With regard to the Kowloon Railway, to which there has been very considerable reference, we are all agreed that it is sound business policy to press forward the construction of this railway as promptly as possible and if Your Excellency, during the following year should find it necessary to call for an extra vote to meet the needs of the railway I am quite sure the unofficial members will be only too glad to give it their support. It was hoped that when this railway was commenced that the work would be completed within three years, but at the present rate of progress I do not see how it would be completed before five years. I understand that it is not a want of funds which is responsible for the delay but the want of trained foremen to supervise the detailed work. I understand that Your Excellency, since the last meeting has visited the whole route of the railway and as it is a matter very near to your heart we feel confident that every effort will be made to press on with the work under your guidance. As we are aware it is of vital importance that the railway should be constructed and opened at the earliest possible date. It is estimated that within three years the section from our frontier to Canton

will be completed and it is imperative that our point of view should be ready at the same time. Those of us who have had experience in North China, Japan, and Indo-China are aware of the great development which follows the opening of railways and the enormous advantages to trade which accrues from any system of railways in the Far East. We are confident that the early opening of this railway must benefit not only the Colony but the Hinterland as well. With regard to the floating fire engine, the vote for which appeared in the Estimates last year, and has been re-introduced this year, I pointed out last year that, in my opinion, a floating fire engine was a luxury. It would be a good thing, as a second fire engine is required so rarely, that the money should be expended in other directions. It has been suggested that further improvements are required in the fire department—that more powerful engines are required. I do not know whether it is the case or not, but I believe that Your Excellency has given this matter your personal attention. If it is imperative that more land engines be provided then they should be purchased. If not I would suggest that the money can be better spent in other directions than in building land engines. With regard to what Your Excellency stated with regard to loans and taxation generally the unofficial members are entirely of one mind that it is inadvisable to pay for public works out of loans unless absolutely necessary. That necessity has not arisen at the moment. We also agreed that it is most inopportune to increase taxation. If it is necessary to raise fresh funds during the course of the next year the unofficial members are unanimously agreed that it would be advisable to do so by means of a small loan instead of by increased taxation. With regard to the question of revenue, as Your Excellency showed in your speech of a fortnight ago, our sources are very precarious, and we have reason to believe they will be still more precarious in the immediate future. I think it would be opportune, representing the interests I do in this Chamber, to remind Your Excellency of the views of the Chamber of Commerce. A letter was addressed to the Government quite recently concerning the state of the opium trade. The attempt made by the Chinese Government to put down the cultivation and consumption of opium in their own country would, I feel sure, be warmly supported by the Treaty Powers of China—certainly by the British Government—if the movement were a genuine one, but we must not allow the Chinese Imperial Government to take advantage of this movement which has arisen partly in China and partly at home to benefit their own trade at the expense of foreign trade. We know that the trade for many years has been very important not only for this Colony but for the great empire of India, and we also know that the Chinese provincial officials have done everything in their power for many years past to discourage the foreign opium trade, not because they were opposed to opium but because they saw in the foreign opium trade a very active agent working against their own personal interests. It is to the interest of the Chinese opium cultivator that the foreign opium should not compete against them. Foreign opium is carried throughout the whole empire free of tax and other duties on the passes issued by the Imperial Maritime Customs. That represents so much loss to the provincial officials and they do not like it. We know that many of them are taking advantage of what ought to be an honest attempt, to benefit their own interests. We have reason to believe that many are not sincere in their wish to put down production and consumption of opium but are working for their own pockets. With regard to subsidiary coinage we hope that the experiment made by the Government in spending \$30,000 to \$40,000 a year in purchasing Hongkong subsidiary coinage will have the desired effect of rehabilitating our coinage at an early date. We are not yet in a position to say whether it will be a success or not. If it fails the Government will have to reconsider the question. In the meantime we are anxiously awaiting the report of the committee appointed by Your Excellency to consider this most important matter. The Chamber of Commerce addressed the Government last May on the subject. We pointed out that whatever steps may be taken by the Hongkong Government can only be of a local and temporary nature. We cannot possibly dissociate our coinage from that of the enormous empire to which we are in close proximity. The only real cure is to insist upon carrying out the provisions of the Mackay Treaty so that all mints shall be placed under imperial control and that there shall be a uniform coinage for China. Coming to the very important question of public works, on which a large proportion of our revenue is spent, I regret to say that after careful and deliberate consideration, I cannot consider that the present state of affairs is at all satisfactory. Year by year we see important works appear in the estimates and then, withdrawn; nothing done, or very little done, and the estimate carried on till next year—and so it goes on. I think myself, and after all due deliberation, that a great part of this delay might easily be avoided. There is unquestionably delay in the construction of Government works, notably the Law Courts and the Post Office. They are very prominent works at the present moment. Apart from the necessity of preparing plans, sending them home for approval and receiving them again, there has been unnecessary delay. I find that the estimates for the Law Courts appeared in 1905 and we were told by Your Excellency that two years longer would be required to complete the Law Courts. At the present time, supposing the estimate is not exceeded, the Law Courts cost seven lakhs. Including \$600,000 put down for next year, the sum of \$550,000 will have been spent. There still remains \$400,000 to complete the building. I think it is quite reasonable to suppose that the Law Courts will take at least another two or three years before they are completed. And the same with the Post Office. It first appears in the estimates in 1905. Here again we have \$500,000 included in the estimate for next year, that is to say that in 1908 hardly more than half the appropriation for the Post

Office shall have been expended. We are asked to believe that it will be completed in two years, but it is more likely to be three or four years before it is inhabited. I submit that it is an absolutely unnecessary waste of public funds, that such large sums have been put into public buildings from which we get no return. We understand that these sums have to be spent and these buildings should be occupied as quickly as possible. Thus the Law Courts will have taken nine or ten years to complete and the Post Office seven or eight perhaps more, and in the meantime the Government are paying rent for the large building where part of the Government offices are located. A large profit has been lost to the Government during all these years through delay of the sale or rental of the land at present occupied by the Law Court and Post Office. This is very bad financing. There is another point that adds very much to the delay, the fact that the works are each in the hands of one contractor, and that contractor is allowed practically unlimited time in which to carry out the work. In addition to the time spent in laying the foundations, and preparing the plans, etc.—presumably the foundations are laid after the plans have been completed—there is a good deal of delay in the preparation of the building material. The delay which is caused by bringing rough stone from the quarry and putting it in the narrow open spaces in front of the buildings to be dressed before being placed in position is incredible. My office is near the Post Office and I can see that the work does not progress as it should, while the cutting of the stone is a serious nuisance to anybody living in the neighbourhood and affects a large section of the business community at the present time. I have all ways marvelled ever since I came to Hongkong—many years ago—why Government buildings should be erected on this happy-go-lucky principle. One would have thought that they would have drawn upon the wisdom of the ancients and would have learned possibly to prepare building material in advance so as to get on rapidly with the works as did the ancient builders of whom we read: "The stone was made ready before it was brought so that there was neither hammer nor axe nor any tool of iron heard in the house while it was in building." That seems to be the practical way to deal with the situation. It is incredible that after two to three thousand years our Public Works Department should not have learned the lesson. I can only say that no business firm would undertake to build a new office for itself and wait eight or ten years for the completion of the building. It would be most unbusinesslike. They could not afford to build on these lines. It is with very great regret that I learn that the second section of the Tyam scheme has been delayed. It is quite true we have to cut our coat according to our cloth. It is true that at the moment we have plenty of water. The last two seasons we have had late rains which have filled the reservoirs at the beginning of the dry season. In the past we have had a succession of dry seasons and if we are to have another dry spell it does not follow that we shall not have another severe water famine. It seems most desirable that the scheme should be completed as quickly as possible. The same applies to the reclamation of insular areas, which is stopped for want of funds for another year. Another small but most important point is in connection with the raising of nullahs, for which there is an allowance of \$500,000. I trust that everything possible will be done to proceed with this work as soon as possible. With regard to the typhoon shelter, it is most disappointing that Your Excellency in the first place informed us that the present estimate for the work is nearly double what we were led to believe it would be. It was also disappointing to be told that during the next eighteen months it was not expected to spend more than the small sum of \$15,000 when the typhoon shelter is urgently required. We trust that the work will be proceeded with as promptly and rapidly as possible. The Legislative Council is entirely in the dark as to how the sum of \$1,100,000 has been arrived at, when a previous estimate of \$800,000 was put before us. We do not want anything elaborate. We want an efficient breakwater sufficiently high to give protection to all the boats in the harbour and to look ahead for the next 50 years. In the meantime, whether the scheme is completed or not, it is still desirable that a small breakwater on this side of the harbour should be maintained, and that being so Causeway should be dredged. At the present moment it is so shallow that about one-third is lost and a large number of boats are compelled to lie outside. On one out of ten occasions the protection afforded is sufficient, but leaving out of the question the disastrous typhoon of last year I remember a number of typhoons which have blown heavily from the west and boats which took refuge outside would have been inevitably wrecked by such storms. We consider the dredging of Causeway Bay is a matter of urgency. With regard to the condition of streets, I spoke on that subject last year and I am glad to find that certain suggestions which I made have been acted upon. These, however, are only details, the question of the general condition of the streets remains the same. I maintain we should no longer have macadamised roads in the colony. It cannot be contended that the question of road paving is still in the experimental stage in view of the fact that at different sections have been laid down in Hongkong for a considerable time. In other cities where similar climatic conditions prevail road paving has proved absolutely satisfactory. Road paving would be particularly useful on many roads in Hongkong and it might be laid along the tramway track. At present the condition of this track is most unsatisfactory and will remain so under existing conditions. As a case in point I might refer to the section in Ice House Lane from Queen's Road to Des Voeux Road which is subject to very heavy traffic and is constantly undergoing repair. It would be interesting to know what cost has been incurred in repairing that small section during the past twelve months. I think it probably would have cost a long way to

wards road paving. The initial expense of road paving is heavy, but once laid it would last for years. Respecting the Land Office at Taiipo, I trust that it will not be long before permanent buildings are erected there. Presumably, Taiipo will remain the headquarters of the Government in the New Territory and if that be so permanent buildings should be erected. At the present time some of the staff are living in bungalows which is not a proper form of dwelling for Government officials who have to work hard during the day. Besides it is most wasteful, as they are often destroyed by typhoons, to say nothing of occasional fires such as were experienced a few weeks ago. On the subject of a Blake Pier shelter I trust it is introduced in the estimates for the last time. It is a small affair and there is no reason why it should not be carried through as speedily as possible. Before I leave the question of public works I can only repeat that I consider the works are unduly prolonged and dragged over an undue period of years. It is a wasteful and thriftless sort of policy to follow. Every year important public works are demanded and still works ten or fifteen years old are in the estimates. I am very glad to hear that Your Excellency has at last solved the question of communication with Gap Rock and though a cable is not a very satisfactory means of communication it seems to be the only one possible under the circumstances. We trust that the communication will speedily be restored. The new system of storm signals has proved entirely satisfactory. Your Excellency has made no reference to the Post Office at Tientsin which, it appears from the Press, was to be closed. It would be interesting to have an official statement on the matter. In the present estimates there is the sum of \$5,190 for the Tientsin agency. Speaking for the Chamber of Commerce we recognise that it is not reasonable to ask ratepayers to incur any excessive expenditure for such a service. It is part of a system of postal agencies which the British Government have maintained in different parts of China, and it has been repeatedly set forth that it is a most important office to maintain not only on account of Imperial policy but also for very practical reasons that merchants wish to have some reliable post office under their own flag through which they can send their correspondence. With regard to the Observatory unofficial members do not consider that it is necessary to have a committee appointed provided they are satisfied that the equipment is all that it should be. We are prepared to leave the matter in the hands of Your Excellency. I can only state that we much appreciate the steps you have already taken to improve communication with Indo-China. I think it may be worth your while to consider whether communication cannot be improved between Manila and Hongkong. The number of telegrams is limited, but it could be increased if the Government are prepared to give a small sum. In any case we feel satisfied that entirely friendly relations will continue with those Jesuit Fathers at Sicawei and Manila to whom we owe such a debt of gratitude. At the last budget I spoke on the question of salaries and I am glad to find that since then the Secretary of State has agreed to the principle that for the present the members of the Civil Service should not be paid less than ten dollars to the £. Coming to the form in which the estimates are prepared, there has been as Your Excellency is aware a very great improvement during the last two years. There are one or two small points to which I would like to call attention. In the first place there is the question of indexing. I am afraid that the indexing of Government documents is very defective. To a man who wishes to consult estimates in a hurry it is annoying to have an experience such as I had the other day. I was looking up the index in connection with cemeteries. I expected to find the item I was searching for under the heading of "C" but after some trouble I found it under "P." I cannot possibly conceive an index drawn up on these lines. Another point in the estimates is under the heading of public works, under which three overseers were mentioned. Evidence given before the late Commission showed that the whole time of an Executive Engineer was taken up in attending to work for the Building Authority while such little time as was left over was devoted to the question of a garbage destructor or to the resumption of insanitary properties. All duties carried out under the Building Ordinance. There are no doubt others equally engaged. If the overseers are placed under a special heading, why not all. They are all P.W.D. officials who are doing special sanitary work. I course, the recommendation of the Commission was that they should be transferred to the Sanitary Department. I would like to point out to Your Excellency it would be a very great convenience if it could be arranged that when presenting estimates before the Council a statement should be given showing where estimates of works are likely to be exceeded. We find here, for instance, "Law Courts \$750,000" but nothing to show whether this sum is likely to be exceeded. In one case Tyam Tuk first estimate exceeded the estimated cost by \$50,000. That is a very large excess. The original estimates may also be exceeded in connection with the Law Courts and Post Office. Another suggestion I wish to make in connection with public works; in order that the finances of the Colony be best administered, is that the original estimates should be adhered to. If there is any reasonable ground for supposing they are not, it would be well that a statement to that effect should be made. I had it in my notes, Sir, to refer to the manner in which expenditure on the railway was entered in the financial statement, or rather the way in which it had not been entered. The original financial statement, as placed before the Council, showed a loan of one million one hundred thousand odd pounds, and against that the sinking fund of £200,000 is entered. As Your Excellency explained in your speech, the sinking fund did not exist at that time, money was being devoted to the railway. Your Excellency further referred

(Continued on page 6 and 7.)

Today's Advertisements.

HONGKONG HOTEL.

—MENU—

SATURDAY, October 5th, 1907.

DINNER.

HORS D'OEUVRES.
Caviare in Eggs.SOUP.
Asparagus.FISH.
Boiled Fish and Egg Sauce.ENTREES.
Lamb Outlets and Green Peas.
Stewed Steak (English Style).
Mongolian Patties.CURRY.
Giblet.

JOINTS, &c.

Roast Sirloin of Beef and Baked Potatoes.
Roast Capon and Bread Sauce.
Boiled Australian Bacon and Spinach.
Cold German Sausage (Fresh) and Mixed Salad.

SWEETS.

Tart Pudding.
Raspberry Ice Cream and Finger Cakes.
Plum Pudding and Brandy Sauce.
Cheese Straws.

DESSERT.

Coffee. Fruits. [895]

F. R. HONGKONG TECHNICAL COLLEGE.

(Formerly "Evening Continuation Classes.")

QUEEN'S COLLEGE.

EVENING CLASSES in the following Subjects will commence on THURSDAY, October 10th:—

ENGINEERING SECTION:—

Building Construction.
Machine Drawing.
Theoretical Mechanics.
Practical Mathematics.
Steam.
Electricity.

COMMERCE SECTION:—

English.
French.
German.
Shorthand.
(including Typewriting).

SCIENCE SECTION:—

Chemistry, Theoretical and Practical Physics.

Copies of the Prospectus, and Entry Forms for intending Students, may be obtained on application to the undersigned at Queen's College.

E. RALPHS, Director.

Queen's College, Hongkong, 4th October, 1907. [896]

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SIXTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Offices of the undersigned at 12.30 P.M. on FRIDAY, the 25th instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 25th instant, both days inclusive.

J. R. DINE, MATHESON & Co., Ltd., General Agents, Canton Insurance Office, Limited, Hongkong, 4th October, 1907. [897]

PUBLIC AUCTION.

THE Undersigned have received instructions from The Official Administrator, to sell by

PUBLIC AUCTION,

For account of the Estate of the late Captain Grainger,

TO-MORROW

(SATURDAY), the 5th October, 1907, at Noon, at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

THE GOODS AND CHATELS

of the above-named deceased, comprising:—

CLOTHING, TRUNKS, &c., &c.;

ALSO One BANJO, One GUITAR and One GRAMOPHONE with 50 RECORDS.

TERMS:—As usual.

HUGHES & HUGHES, Government Auctioneers, Hongkong, 4th October, 1907. [898]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR,"

Captain C. H. Belton, will be despatched for the above Ports on TUESDAY, the 8th inst., at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents, Hongkong, 4th October, 1907. [899]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 7th instant, will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED, Agents, Hongkong, 4th October, 1907. [899]

Intimations



THE ROBINSON PIANO CO., LD.

CO., LD.

INVITE INSPECTION OF THEIR

BABY GRANDS



BY

STEINWAY,

HAAKE,

WINKELMANN,

&c., &c., &c.

Prices from \$750.

Hongkong, 22nd August, 1907. [132]

THE ORIGINAL CANADIAN CLUB WHISKY.



PRR CASE 12 BOTTLES...\$20.00

Beware of Counterfeits.

AGENTS:

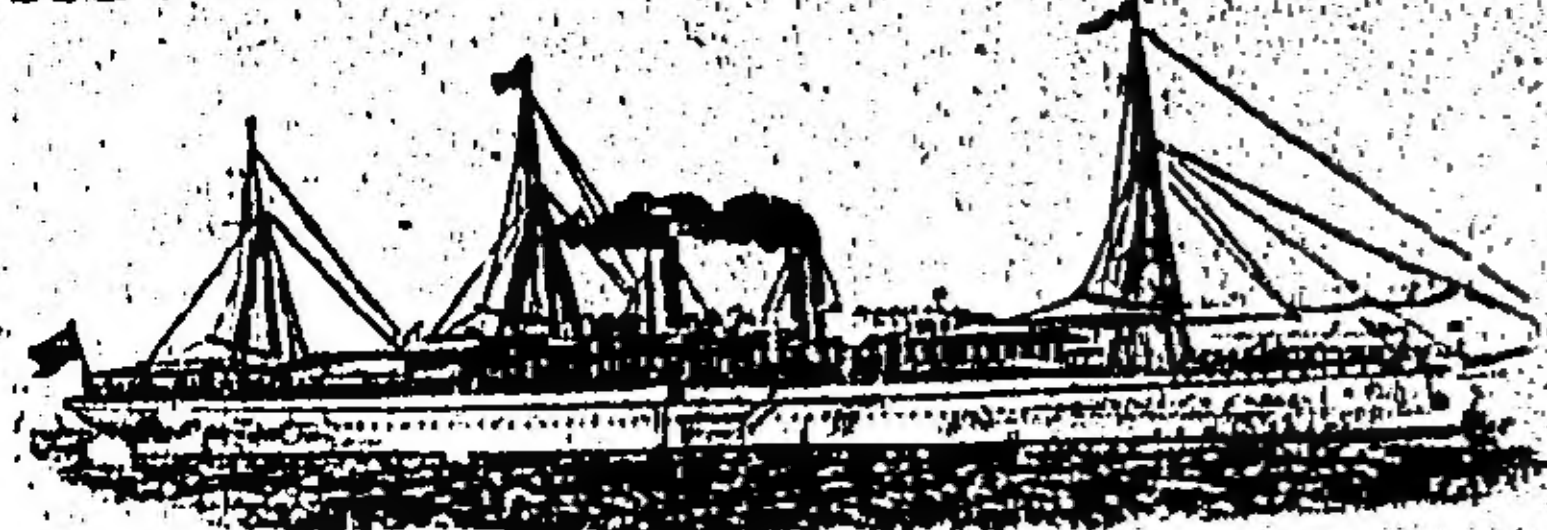
H. PRICE & Co., Ltd.,

WINE AND SPIRIT MERCHANTS,

12, QUEEN'S ROAD CENTRAL,

Hongkong, 12th September, 1907. [131]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

(Subject to Alteration).

PROPOSED SAILINGS.	Tons.	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF INDIA"	6,000	THURSDAY, Oct. 24th	Nov. 11th
"MONTAGLE"	5,163	WEDNESDAY, Nov. 6th	Nov. 30th
"EMPRESS OF JAPAN"	6,000	THURSDAY, Nov. 21st	Dec. 9th
"EMPRESS OF CHINA"	6,000	THURSDAY, Dec. 10th	Jan. 6th
"EMPRESS OF INDIA"	6,000	THURSDAY, Jan. 16th	Feb. 3rd

Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 23 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines or New York £71.10.
Hongkong to London, Intermediate on
Steamers, and 1st Class on Railways, via St. Lawrence River Lines or New York £42.

First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTAGLE" carries "Intermediate" passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
HONGKONG, 26th September, 1907

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

FOR	Steamship	On
SHANGHAI VIA SWATOW	CHUNSHANG	SATURDAY, 5th Oct., 4 P.M.
SHANGHAI VIA NINGPO	KWONGSANG	MONDAY, 7th Oct., 4 P.M.
SHANGHAI	YIKSANG	TUESDAY, 8th Oct., 4 P.M.
MANILA	LUONGSANG	FRIDAY, 11th Oct., 4 P.M.
TIENSIN	CHONGSHING	SATURDAY, 12th Oct., Noon
SHANGHAI, YOKOHAMA, KOBE	FOOKSANG	TUESDAY, 15th Oct., 4 P.M.
MANILA	YUENSANG	FRIDAY, 18th Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	KUISANG	SATURDAY, 19th Oct., Noon

REDUCED FARES TO STRAITS & CALCUTTA.

	Single.	Return.
Hongkong to Singapore 1st Class	£ 85	£ 100
Penang	85	130
Calcutta	165	250

These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.
For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,
General Managers.

Hongkong, 4th October, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
ILOILO	"HUMAN"	7th Oct., 4 P.M.
HOIHOW and HAIPHONG	"HUPH"	8th " daylight.
MANILA	"TAMING"	8th " 4 P.M.
NINGPO, SHANGHAI & CHINKIANG	"PAOTING"	8th " "
CEBU and ILOILO	"SUNGKANG"	10th " "
MANILA, ZAMBOANGA & COLONIES	"CHANGSHA"	10th " "
YOKOHAMA & KOBE	"CHINGTU"	10th " "
SWATOW & SHANGHAI	"SHAHSING"	11th " "
CHEFOO & NEWCHANG	"YUOH W"	16th " "
CHEFOO & TIENSIN	"KWEIYANG"	18th " "
	"KUEICHOW"	21st " "

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Austral ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th October, 1907.

HONGKONG—MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
SAFRO	1540	Frasor	MANILA	SATURDAY, 5th Oct., 1907.
ROBI	1540	Almond	"	SATURDAY, 12th Oct., 1907.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 30th September, 1907.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	To sail
"OCEAN MONARCH"	On the 2nd November, 1907.

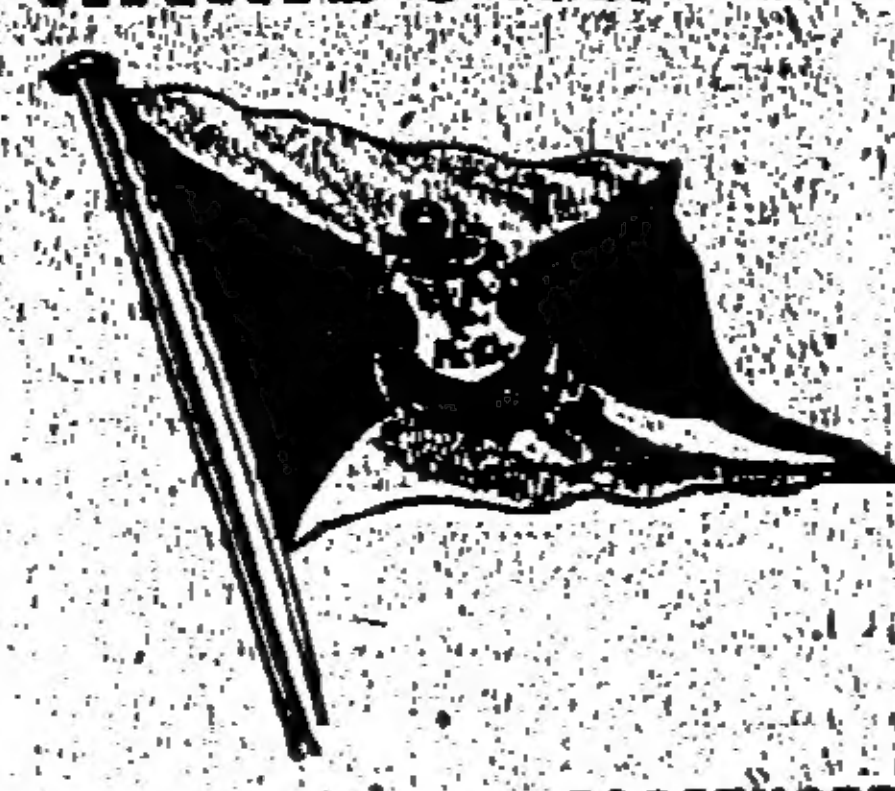
For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 15th September, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINE.



159 Ocean Steamers

with

912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA, HAMBURG, HOHENSTAUFEN, SILESIA, CANDIA

HIGHEST COMFORT, ONLY
LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.
NEXT SAILINGS FROM HONGKONG.

Outward.

Homeward.

SILESIA 2nd Nov.

HOHENSTAUFEN 30th Oct.

Hongkong, 26th September, 1907.

SILESIA 11th Dec.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "SIKH" 5th Oct.

FOR BOSTON AND NEW YORK.

S.S. "MUNCASTER CASTLE" 16th Oct.

This steamer has excellent Saloon Accommodation for First-class Passengers at moderate rates.

For Freight and further information, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 27th September, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE

BETWEEN

HONGKONG, CALLAO

AND

IQUIQUE VIA JAPAN PORTS

(KARATSU, KOBE and YOKOHAMA).

With option to call at MEXICAN and other

Coast ports.

Steamers

Capt. Tons To sail.

KASATO MARU, D. Mori, 6,100 THURSDAY,

OCT. 10, Noon

KATHERINE PARK, 5,000 (About End of

Nov.)

Taking Freight and Passengers to other

Eastern and Western Coast ports of South

America in connection with Steamers of the

Pacific S. N. Co.

For further information as to Freight and

Passage, apply to

K. MATSUDA,
Manager,

Yok Building.

Hongkong, 30th September, 1907.

EASTERN AND AUSTRALIAN STEAM-

SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Port Darwin and Queensland

Ports, and taking through Cargo to Adelaide,

New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"

Captain Helms, will be despatched at above,

on SATURDAY, the 26th inst., at Noon.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Com-

partment which ensures the supply of Fresh

Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with

the Electric Light.

A Stewardess and a duly qualified Surgeon

are carried.

N.B.—To assure the additional comfort of

passengers the steamers of the Company have

electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 1st October, 1907.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every

evening, (Sundays excepted).

Leave Canton for Hongkong at 5.30 every

evening, (Sundays excepted).

These Fine New Steamers have unequalled

Accommodation for First Class Passengers and

are lit throughout by Electricity. Electric Fans

in First Class Cabins.

Passage Fare—Single Journey £5.

Meals £1.25 each

The Company's Wharf is situated in front of

the New Western Market, opposite the old

Harbour Office.

YUEN ON S.S. CO., LD.,

and

SHIU ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 2nd July, 1907.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY

COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA,

— VIA —

MOJIB, KOBE AND YOKOHAMA.

Steamer Tons. Captain. Sailing.

Kumuk 6,333 D. Baird 25th Oct.

Shamut 9,600 E. V. Roberts 6th Nov.

* Cargo only.

CHEAP FARE, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shamut and Trumont

are fitted with very superior accommodation

for first and second class passengers. The

large size of these vessels ensures steadiness

at sea. Electric fan in each room. Barber's

shop and steam-laundry. Cargo carried in

cold storage.

PARCEL EXPRESS TO THE UNITED

STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents

Queens Buildings.

Hongkong, 4th October, 1907.

Intimations.

HUMBER

CYCLES.

THE BEST IN THE

WORLD.

Cycles Makers

BY

ROYAL WARRANTS

TO

H.M. KING EDWARD VII.

AND

H.R.H. PRINCE OF WALES.

WITH THE LATEST, BEST 3 SPEEDGEAR,

GEAR CASES AND DUNLOP TYRES.

From \$120 to \$150 each.

GUARANTEE FOR 3 YEARS.

WILL CLIMB ANY HILL ON THE LOW GEAR.

Portsmouth Evening News.—For 38

years—the name of the HUMBER has been

as a guarantee of good workmanship.

DRAGON CYCLE DEPOT,

AGENTS,

11, DAQUILLAR STREET and KOWLOON.

Hongkong, 19th July, 1907.

GREEN ISLAND CEMENT COMPANY,

LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$5.00 per Cask

ex Factory.

In Bags of 50 lbs. net \$8.00 per Bag

ex Factory.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 3rd October, 1907.

HONGKONG'S BUDGET.

(Continued from page 5.)

In your speech to the possibility of a further loan having to be raised, and mentioned the sum of £4,500 for interest which, supposing the new loan is raised on the same terms as the last at 7½ per cent. per annum, represents the sum of £125,000. I think it would be certainly interesting if Your Excellency would explain whether it is probable that an extra sum of this amount will be asked for. I would suggest that in future proper statements should be made of the amount to be expended during the current year in the case of any very important public works. At the present moment, owing to the way the estimates are put before the Council, no one could possibly suppose the Government were engaged in an important railway construction. In page 88, under the somewhat discouraging heading of non-effective and charitable services—I trust that is not prophetic—is mentioned the sum of £3,850 on railway construction. That is the only reference made in the estimates to the fact that the Government is engaged in a big railway scheme going to cost five or six millions. I regret having detained this honourable Council so long, Sir, but it appeared desirable to make the remarks that have occurred to me. There is yet one more subject to which I will refer. In Happy Valley there rest many who have done good work for the Colony—not only for the Colony, but for the Empire at large. And it should be our pride as well as our duty to maintain the monuments erected over them. The gardens are really in excellent order, but many of the graves have been allowed to gradually disappear into flower beds and shrubberies. I think careful examination of the ground will justify the assertion made. Within the past few years, a sum has been set aside for the re-lettering of the graves of all grades from the high official, to the blue jacket and private soldiers who lost their lives through wounds or disease in the service of their country, and also a large number of civilians who have done good work for the Colony. I think we should keep their memory green by retaining the memorials of those who so generously sowed where we now reap.

THE TYPHOON SHELTER.

Mr. Osborne said:—Sir, On the evening of 22nd September, 1874, to quote from Dr. Eitel's History of Hongkong, the severest disaster that ever befell Hongkong since 1841 was a typhoon of unprecedented suddenness and power, which resulted in business being at a complete standstill for several days. Over 2,000 lives were lost within the space of 6 hours, and 35 foreign vessels, trailing in their anchors, were wrecked or badly injured. The screams of Chinese in distress on the water were heard by residents on the upper levels of the town, to rise above the terrific din of the storm. The amount of property destroyed in Hongkong within those 6 terrible hours was estimated at five million dollars.

But very little was done to utilize the lessons taught by this typhoon. Change these figures, Sir, into a duration of two hours, exacting a toll of probably 10,000 lives with twenty millions worth of property, and Dr. Eitel's picture of 1874 portrays exactly the disaster that befell this Colony just over a year ago. The purpose of my quotation, however, lies, not in raking amongst painful reminiscences, but to give point to Dr. Eitel's concluding sentence that very little was done by the citizens of that day, to profit by the lessons taught them; and I wonder to myself how far the future historian will truthfully per such words of us.

The history of Hongkong, Sir, is burdened with records of these dangerous storms, meaning so much to those whose lives are passed upon the frail craft that ply the waters of our harbour; so much to shipping, the life blood, as we are apt to put it, of a Colony boasting the largest tonnage in the world.

And what have we, with the lessons of 1874 and subsequent typhoons before us, what have we done to cherish this life blood, to protect the craft so essential to its being; to preserve that port against the evil reputation of being a dangerous anchorage?

From the records of the Observatory now 25 years old, it would be interesting to learn how many times during that period, we have suffered actual contact with typhoons and how many times they have, so to speak, grazed our door, and the Colony escaped by a hair's breadth. And what have we done during those 25 years? Absolutely nothing; indeed, worse than nothing because we have permitted the Causeway Bay shelter, built in 1883 by men who, notwithstanding Dr. Eitel's strictures, were in this respect better men than we, who have permitted this shelter to silt up to such an extent, that at low water a large proportion of it is dry land.

A year ago public and official opinion were agreed that a new shelter was a work of urgent necessity, and a new shelter was accordingly decreed, but a year has gone, Sir, and this work of urgent necessity has apparently not passed the initial stage of plans and discussion.

From your Excellency's remarks when introducing the Estimates I gather that the breakwater is to cost \$1,400,000 of which \$150,000 are provided for next year. The figures, Sir, are ominous; fourteen hundred thousand dollars, at \$150,000 a year, means 56 years to complete, and were it not for your Excellency's promise that more than \$150,000 will be spent if needed, I should be inclined to judge from its beginning, that the end of the scheme was a very long way off.

It has always appeared to me that, considering the modest sum generally available for public works, we spend too much in the direction of permanence and grandeur.

From the Engineer's point of view no doubt the most expensive work is in the long run the cheapest, and it certainly reflects greater credit on its author, but from the other point of view, that of the community, chafing at delay in the prosecution of municipal improvements, it

think, although I hold to no such a facilely large the value of temporary and substantial public buildings, I think in our circumstances we would profit more were we to utilize what little money we possess, rather in satisfying the people's needs than in gratifying our own natural but expensive appetite for splendour. The people's most pressing need is this typhoon refuge, and as such the work calls for speedy completion, even at a sacrifice of architectural luxury in other works. We seem to be capable only of extremes. For years we endured ramshackled, insanitary, unsuitable markets, fit only for the flames, then, having funds, we indulge in structures like the Central and Western markets, too costly for our purse, unnecessarily good for their purpose. Kowloon asks in vain for a market, but nothing short of a similar building will suffice, what is really \$100,000 will give all that is needed. Blake pier has ever been shelterless except for an occasional makeshift, erected in honour of Royalty or to welcome a new Governor; and so the Public blisters in the age, because nothing short of magnificence will suffice, when in reality all that is needed is a small unpretentious covering, costing \$5,000.

And thus it is with roads.

WEATHER FORECASTS AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.	
METEOROLOGICAL SIGNALS.	
<p>Meteorological signals are hoisted on mast in front of the Water Police Station, Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—</p> <p>Signal No.</p>	
1. A CONE point upwards	Indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and 1 LUM below	Indicates a Typhoon to the North-West of the Colony.
3. A DRUM	Indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below	Indicates a Typhoon to the South-West of the Colony.
5. A CONE point downwards	Indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below	Indicates a Typhoon to the South-East of the Colony.
7. A BALL	Indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below	Indicates a Typhoon to the North-West of the Colony.
<p>Red Signals indicate that the centre believed to be more than 300 miles away from the Colony.</p> <p>Black Signals indicate that the centre believed to be less than 300 miles away from the Colony.</p> <p>The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.</p> <p>These signals are repeated at the Harbour Office, H.M.S. <i>Tamar</i>, Green Island Signal Station, and the Flagstaff on the premises of Hongkong and Kowloon Wharf and Godown Company at Kowloon.</p>	
URGENT SIGNAL.	
<p>In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:</p>	
THREE EXPLOSIVE BOMBS, AT INTERVAL OF TEN SECONDS.	
<p>A Black Cross will be hoisted at the same time, superior to the other shapes.</p>	
NIGHT SIGNALS.	
<p>The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. <i>Tamar</i>.</p>	
I. Three Lights Vertical, Green, Green, Green.	
Indicates that a typhoon is believed to be situated more than 300 miles from the Colony.	
II. Three Lights Vertical, Green, Red, Green.	
Indicates that a typhoon is believed to be situated less than 300 miles from the Colony.	
III. Three Lights Vertical, Red, Green, Red.	
Indicates that the wind may be expected to increase to full typhoon force at any moment.	
<p>No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of information conveyed by this signal being published by signal.</p>	
<p>These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.</p>	
SUPPLEMENTARY WARNINGS.	
<p>For the benefit of Native Craft and people on Ocean Vessels, a Cone will be exhibited at each of the following stations during the night, that any of the above Day Signals are hoisted in the Harbour.</p>	
Qap Rock.	Aberdeen.
Waglan.	Sau Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sau Tai Kol.
	Tai Po.
<p>This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.</p>	
<p>Further details can always be given to Ocean Vessels, on demand, by signal, from the Light-houses.</p>	
F. G. FISCHER.	

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KAPOOR & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation (new)	70,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
Do.	40,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
National Bank of China, Limited	40,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
North China Insurance Company, Limited	10,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
Union Insurance Society of Canton, Limited	12,400	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
Yangtze Insurance Association, Limited	8,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
Hongkong Fire Insurance Company, Limited	8,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
Douglas Steamship Company, Limited	20,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
Hongkong, Canton & Macao Steamboat Co., Ltd.	70,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
Do.	6,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
Shanghai Tug and Lighter Company, Limited	100,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
Do.	100,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
"Shell" Transport and Trading Company, Limited	1,000,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
"Star" Ferry Company, Limited	10,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
Do.	10,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
Taku Tug and Lighter Company, Limited	30,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
Luzon Sugar Refining Company, Limited	7,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
Perak Sugar Cultivation Company, Limited	7,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
Raub Australian Gold Mining Company, Limited	150,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
Do.	150,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	10,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
Shanghai Dock and Engineering Co., Ltd.	55,700	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
Shanghai and Hongkew Wharf Company, Limited	36,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
Astor House Hotel Company, Limited (Shanghai)	10,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
Central Stores, Limited	50,123	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
Hongkong Hotel Company, Limited	12,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
Humphreys Estate & Finance Company, Limited	150,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
Kowloon Land and Building Company, Limited	1,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
Shanghai Land Investment Company, Limited	78,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
West Point Building Company, Limited	12,500	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	15,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
International Cotton Manufacturing Company, Ltd.	10,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
Soy Chee Cotton Spinning Company, Limited	7,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	7,604	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
Campbell, Moore & Co., Limited	1,200	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
China-Borneo Company, Limited	6,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
China Flour-Mill Co., Limited	4,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
China Light and Power Company, Limited	10,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
Do.	10,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
China Provident Loan & Mortgage Company, Ltd.	100,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
Dairy Farm Company, Limited	25,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
Green Island Cement Company, Limited	100,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
Hall & Holtz, Limited	21,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
Hongkong Electric Company, Limited	60,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
Hongkong Ice Company, Limited	5,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
Maatschappij tot Exploitatie van de Landbouw	25,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
Plantation in Langkat, Limited	25,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
Peak Tramways Company, Limited	25,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.70, 67	{ \$1.15 for 1 year and 100 607 @ 47 2 1/2 3/6 \$16.04	{ \$145 ex new is \$140 new issue London £77 15/- ex new issue
Peak Tramways Company (new)	25,000	\$125	\$125	\$1,000,000	\$1,			